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HONG KONG, SUNDAY, JUNE 16, 1929.

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SPECTACULAR FIRE

A SERIOUS SHORTAGE OF WATER

TWO HOUSES GUTTED

Booming Of Crackers As A By-Play

MENACE IN CONGESTED AREA

A devastating fire broke out last night in a most congested area of the Central district. Two houses were completely razed to the ground, and the work of the Fire Brigade was greatly handicapped by the shortage of water.

For fully twenty minutes after the arrival of the Brigade, the hoses were not brought into play owing to the lack of water. One feeble jet was played on the burning house at an early stage, which availed nothing.

RUSH FOR WATER

The fire broke out in a joss paper shop at the corner of Cochrane-street and Wellington-street, at a quarter past ten. Shortly after the appliances from the Central Fire Station were on the scene, closely followed by the appliances from Wanchai and Kennedy Town.

A "Sunday Herald" representative arrived on the scene together with the first fire-engine. The house where the fire originated was already burning fiercely and the second and third floors were already involved. The flames soon spread to the third floor and the adjoining house in Wellington-street, which was a rice shop was in imminent danger.

In spite of all efforts, the firemen were only able to bring one small hose into play. The pressure of the water was so feeble that the jet could hardly reach the second floor.

Smart Work

The fourth floor was then involved and the fire had burned through the roof, before a full pressure of water was obtained. The fire-fighters, under the direction of Mr. Brooks, Superintendent of the Brigade, then did a smart piece of work. Two big hoses were brought up to the fourth floor of a house on the opposite side, and from there two strong streams of water were soon playing on the burning mass.

Another two jets were drilled on the building from Queen's Road Central, opposite the Central Market. Although four houses were played on the building, the fire showed no sign of abatement, owing to the nature of the goods stored in the shop, which were all of an inflammable nature. The blaze soon spread to the kitchen of the adjoining house in Wellington-street.

Rice Shop in Peril

A rice shop only separated by the kitchen of the burning house was then in danger, and the firemen had to direct their hoses on the kitchen in an attempt to cut off the flame so as to save the rice shop. While they were at this task, other parts of the building in which the flames had been more or less subdued, again became ignited. The firemen had to play their hoses in a sweeping motion so as to enable them to check the conflagration.

Their efforts met with success after fully an hour. The rice shop was saved, but the joss paper shop and a house immediately at its rear were completely gutted.

Crackers Chime In

The firemen, Europeans and Chinese alike, worked with commendable skill and presence of mind. It was largely through their efforts and team-work that more houses were not involved. The street is at all times congested, and the houses are built in such a manner as to resemble a hive. And then there were the usual crowd of Chinese running aimlessly to and fro hindering the work of the firemen.

However, amidst their dangerous work, the fire-fighters had their comedy. A long string of crackers chimed in, which was followed by another and yet another. In the joss paper shop, where the fire first broke out, quite a large quantity of fire-crackers were stored, and all these boomed away, not to welcome the "devils," but the men who risked their lives for the sake of humanity.

"Muskie" the Fire

Another piece of by-play was enacted, the crowd of spectators forming the cast. While looking at the conflagration, and in quite a pessimistic manner counting the

number of lives which might have been lost, they suddenly thought of the water which they required for their daily use. Without losing a minute they took themselves to their respective homes and in record time they were out in the street again, each with two buckets in hand. Away they rushed to the hydrants and, quite regardless of the fire-men and constables, they made a concerted rush for the precious fluid. A more selfish act could not be seen anywhere else. They were, of course, driven away.

Good Workers

The Boy Scouts, Police officers, from the Central Police Station, and the members of the St. John Ambulance Brigade all did excellent work in helping to keep the crowd away, and also with the hoses.

The fire was completely brought under control at 11.40, after having burned for a little over an hour. It was not known at a late hour last night whether the shops involved were insured, or what damage was done to the property. So far as could be ascertained there were no casualties of any kind.

ATLANTIC FLIGHT

Feat of the Yellow Bird

A COINCIDENCE

London, Yesterday.

It is noteworthy that the "Yellow Bird's" flight across the Atlantic coincides with the tenth anniversary of the first non-stop trans-Atlantic flight made by Sir A. Whitten Brown and the late Sir John Alcock.

The Time

Paris, Yesterday. The "Yellow Bird's" time was 31 hours.—Reuter.

Mysterious Weight

The "Yellow Bird's" landing in Spain instead of at its goal in France is largely attributed to the fact that the airman found themselves unable to rise to the required height after the start owing to a mysterious extra weight. Consequently, they jettisoned part of the petrol supplies. Later it was discovered that the extra weight was due to the presence of the 22-year-old stow-away.

A Severe Gale

The airman also encountered bad weather at least two-thirds of the way. They battled through a severe gale for four hours out of the 31 hours' crossing, equivalent to 112 miles an hour. Nevertheless it is the fastest hitherto and unexpected.

Fresh petrol supplies, also a "starter" which also had to be jettisoned, are available and will enable the machine to start again for Paris before to-morrow.

A Scoop?

New York, Yesterday. The "Yellow Bird's" stowaway, Schreiber, now claims to be a newspaper reporter. — Reuters' American Service.

ORIENT FLIGHT

French Aces At Rangoon

Rangoon, Yesterday.

The French airmen Arrachart and Rignot, have left here for Bangkok.—Reuter.

[The airmen left Paris on May 25. They arrived at Calcutta on June 5, having covered 9,000 miles in 55 flying hours. They had a forced landing in a Bagdad street. The airmen have no definite destination but expect to travel to China and Japan, returning via Siberia and Germany.]

AMATEUR GOLF

Great Anglo-Scottish Final

JACK SMITH CHEERED

Some Brilliant Play By C. J. H. Tolley

London, Yesterday.

At Sandwich the final of the British amateur golf championship was played between C. J. H. Tolley and Jack Smith over 36 holes.

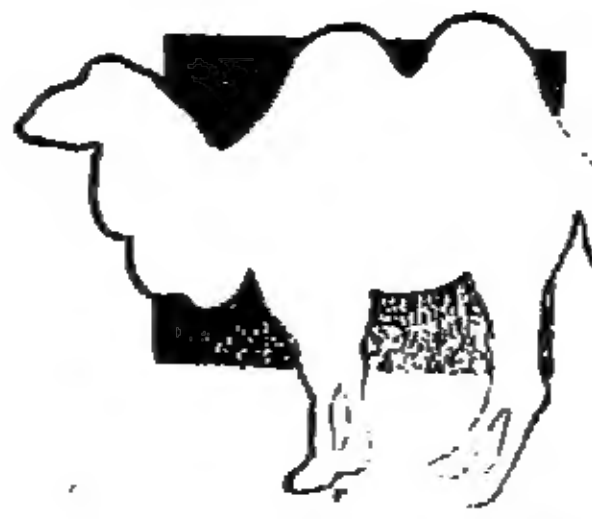
Smith won the first hole in four, Tolley pulling a drive and taking three from the edge of the green.

The next three were halved. At the fifth Smith laid himself a stymie which did not get near the hole with a public effort over the intervening ball, Tolley squaring with four.

Neither was near the pin from the sixth tee and the hole was halved. At the seventh Tolley topped a mashie shot, Smith winning in 6 and 6.

At the eighth both missed drives and were bunkered, the

A Camel can go seven days without WATER who the — wants to be A Camel.



DON'T WASTE WATER

hole being halved. At the ninth Smith was trapped from a second shot, Tolley becoming square.

A Cheer for Smith

Smith was frequently driven out, but played good second shots. There was a great cheer for Smith when he holed a shot from off the tenth green with an aluminium putter for a win in three.

Smith half-stymied at the eleventh hole with a long putt which struck the intervening ball. Each asked the other hole with a foot putt for a half in four.

(Continued on Page 4)

GENERAL DAWES

Credentials To King

"AMONG DEAR FRIENDS"

London, Yesterday.

General Dawes was besieged by Pressmen on his arrival at Southampton and London yesterday evening. He talked freely of his delight in coming again among his "dear British friends," but was very silent in regard to his meeting on Sunday with Mr. Ramsay MacDonald.

He presented his credentials to H.M. King George at Windsor Castle to-day. Mr. Arthur Henderson, Secretary of State for Foreign Affairs, accompanying him.—Reuter.

Things That Matter

To-day's Diary

Third Sunday after Trinity. King Gustaf of Sweden born, 1858.

Queen's Theatre—"Prep and Pop."

World Theatre—"Hills of Kentucky."

Star Theatre—"Sorrell and Son."

Majestic Theatre—"Lovely Mary."

Great Chinese Circus, 9 p.m. Lighting-up Time.—7.09 p.m.

Sports.—Golf, Bogey Pool. Tides.—High, 6.06 a.m. and 6.46 p.m.; Low 12.01 p.m. and 11.50 p.m.

Home Mail

Outward for Shanghai and Europe via Siberia ("Ying-chow"), 9 a.m.

To-day's Weather S. winds, moderate; local showers.

The Dollar

The closing rate of the dollar on demand yesterday was 1/10 7/16.

WELL WATER

POSSIBILITY OF CONTAMINATION

SOME EXPERT VIEWS

Water Fairly Well Filtered

"PURE AND SAFE"

Possibility of contamination has been advanced as one of the strongest reasons against the wholesale opening and re-opening of wells in the Colony during this period of acute shortage. A correspondent points out that, in this respect, there are two kinds of wells, one more liable to danger than the other which is comparatively safe.

RISK OF POLLUTION

Water continues its downward journey through the soil until its passing is stopped by a layer of the earth's crust that is either non-porous or only partially so. To this layer or stratum the name "impermeable stratum" is given.

What becomes of water at this stage depends mainly upon the nature and condition of this stratum. In addition to returning naturally to the surface through springs, water is brought back through wells. In this article it is proposed to refer to shallow (or surface) and deep wells.

Surface Water

In the case of the shallow or surface well, the water tapped is the underground or subsoil water, resting on the first impervious stratum (see first sketch). The water derived from it is mainly surface water.

And being surface water, it is liable to pollution, containing the impurities picked up through the soil. To quote an authority:—"Unless such a well is very carefully constructed and protected, since it draws from a radius extend-

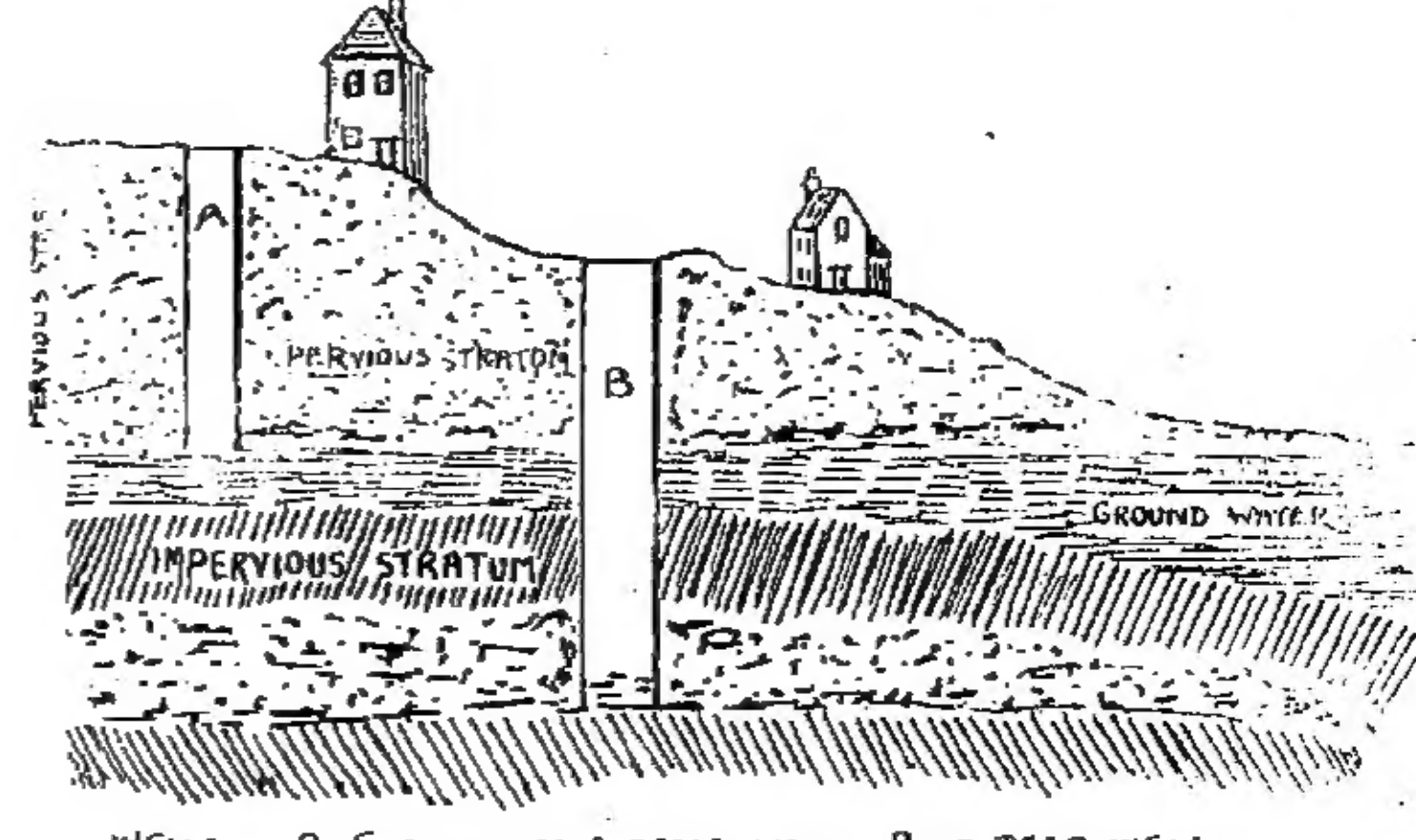
impermeable stratum and that part through the permeable layer should be well protected—which is a technical matter. To quote the authorities again:—

"The water from such a well has usually travelled some distance, has been fairly well filtered (by nature), and is pure and safe. Generally it is bright and sparkling and occasionally 'hard' as it may have taken up some of the mineral matter, e.g. lime or magnesia, which it has encountered in its journey through the various strata."

More Restrictions

Those who still obtain their water from taps, through meters, in their own premises, will have their hours cut down as from Tuesday, as will be seen in an official announcement on page 13 of this issue.

Hitherto the mains in the City of Victoria and in the Upper Levels have been turned on for seven hours a day, from 6 a.m. to 10 a.m. and from 3 p.m. to 6 p.m. An hour and a half is the extent of the further daily restriction, the times as from Tues-



WELLS. A. SHALLOW OR SURFACE WELL; B. A DEEP WELL.

ing to about four times its depth and forms a sort of catchpit for all surface washings and for the drainage from manure heaps, leaky drains and cesspools, the water which its yields may be very grossly polluted."

It will thus be seen that shallow wells should not be too close to houses (as in second sketch) and, if the ground slopes (as it does in many parts of Hong Kong), such wells should be on a higher level than possible sources of pollution.

"Shallow" v. "Deep"

Just as the word "shallow" is inappropriate as applied to the type of well referred to, so is the term "deep" apt to be occasionally misleading. It bears no relation to the actual depth of the well, being employed to indicate the fact that the bottom of the well lies below the permeable layer of soil that rests upon the first impermeable stratum.

Risk of pollution is less but the wall of a deep well should be carried down to the level of the

day being 6 a.m. to 9 a.m. and 3.30 p.m. to 6 p.m.

Peak Hours

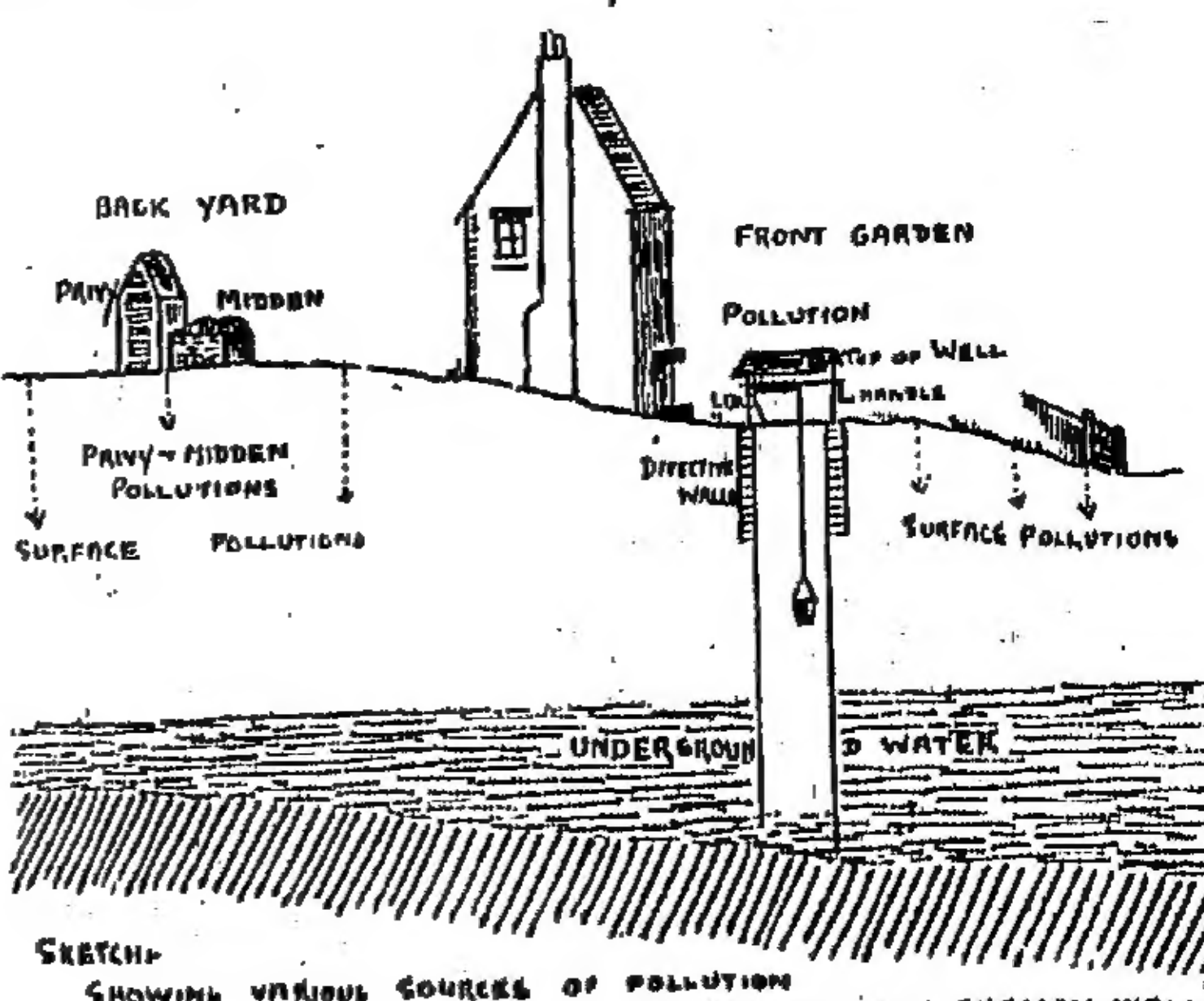
On the Peak, there will be only four hours' supply each day, in two spells of two hours each for some sections, and in one spell of four hours for the other parts.

For Severn-road (eastern section only), Barker-road, Magazine Gap and Wanchai Gap, the hours will be 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m. For the remainder of the Peak the hours are 6 to 10 a.m.

Meanwhile, the Water Authority states, more tanks will be in operation by Tuesday, obviously to relieve the rush in the lower levels brought on by the cutting down of the time to 5½ hours per day.

Water from Shanghai

"Always willing to lend a hand whenever we can to old friends," remarked one of the officers of the Dollar Line round-the-world s.s. "President Adams," alongside (Continued on Page 22)



SKETCH SHOWING VARIOUS SOURCES OF POLLUTION IN THE CASE OF A SHALLOW WELL.

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From Macao: 8.00 a.m. "SUI AN" (Sundays Excepted) 2.00 p.m. "SUI TAI" (Sundays Excepted)

EXCURSIONS TO MACAO.

SUNDAY, 16th June.

S. S. "SUI TAI"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 5.00 p.m.

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HOME SPORT.

M.C.C. TO TOUR INDIA

Mr. Grant Govan of the Indian Cricket Board of Control, interviewed, said that he conferred with the M.C.C. and that they were progressing, but he was still unable to make a definite statement as to the M.C.C.'s projected tour in India. He expected that the M.C.C. would sail for India in the autumn of 1930 and an Indian team would follow them back to England in 1931. Lord Harris is interesting himself in the tour.

Manchester University

In winning the Christie Cup at Leeds for the Northern Universities athletic championship, Manchester University gained their fourth victory in six years and their fifth win in twelve years. Manchester achieved a record advance over their nearest rivals, Leeds, whose total was 30. Liverpool were third with 21 points. Manchester men won eight of the thirteen events, their chief performer being the old Oxbridge schoolboy, J. Simpson, who was first in the 120 yards hurdles, quarter-mile, long jump, and quarter-mile hurdles.

National 20 Miles Walk

The National Twenty Miles Road Walking Championship was won at Hayes, Kent, by A. E. Plumb (North London Harriers) in 2 hr. 50 min. 18.25 sec. The Leicester Club were the victims of a peculiar misfortune. None of the men was present at the start, and five minutes later five of their team of eight appeared and started. However, among their three absentees was T. Lloyd Johnson, L. Stewart (London Vidarians) was a non-starter. The leading individual placings were: A. E. Plumb (North London H.) 2 hr. 50 min. 18.25 sec.; L. G. Sandy (Surrey A.C.) 2 hr. 50 min. 50.35 sec.; J. W. Reddish (Hemel Hill H.) 2 hr. 56 min. 0 sec.; 3.

Sandhurst Win Again

The triangular match among R.M.A. (Woolwich), R.M.C. (Sandhurst), and R.A.F. (Cranwell) was held at Aldershot, on the Command Central ground, when Sandhurst, winners during the past two years, were successful again. Before 1926 the annual match was between Sandhurst and Woolwich, and Sandhurst had 23 victories to their credit as against the 16 of Woolwich. There was a new system of allotting points, so that it was not possible to make a comparison with last year, but the margin of Sandhurst's superiority was not so marked, and in collecting 74 points they beat Cranwell by only 7½ points, while Woolwich, with 48½ points, finished third. The Airmen won the long jump, weight-putting, and hundred yards, while dividing the high jump points with Woolwich, who won the half-mile and two miles' events.

SOCIAL GOSSIP

Sir Alan Burgoyne, Conservative M.P. for Aylesbury, Buckinghamshire, since 1924, did not, under medical advice, stand again at the general election.

According to the Shanghai "Zarya," M. Fontenay, editor of the "Journal de Shanghai," has resigned, but will remain in Shanghai as correspondent for a Paris paper.

The engagement is announced between John Vincent Blood-Smyth (late Captain R.A.F.) and Gold Coast (Political Service) son of the late Lieut. Colonel Blood-Smyth and Mrs. Blood-Smyth of Queen's Gate Place, London, and Doris Mary, daughter of Mrs. F. H. Greybrook of Shanghai.

General Sir Bryan Mahon, D.S.O., having reached the age limit, ceases to belong to the Reserve of Officers. During the Great War Sir Bryan raised the 10th Irish Division, and in 1915 was in command of the Salonika Army. He became commander-in-chief of the Forces in Ireland soon after the quelling of the Sinn Féin rebellion in 1916, and held the post for two years. Sir Bryan was the leader of the Imperial Light Horse which in 1900 cut through the Boer lines under heavy fire and recovered Mafeking during the South African War. He is now a senator of the Irish Free State.

Mr. George Pilcher, M.P., has been appointed secretary of the Royal Empire Society, in succession to Sir George Boughey, Bt., who resigned recently after holding the position since 1919. Mr. Pilcher, who represents the Penryn-Falmouth Division of Cornwall, has been in Parliament since 1924. During that time he has served continuously on the Joint Committee of the two Houses on Indian Affairs, and from 1925 to 1927 he was secretary of the Commercial Committee of the House of Commons. Last year he was selected as a member and secretary of the House of Commons All-Party Delegation to Canada under Viscount Peel's chairmanship.

Likenesses on the stage are fairly common. Indeed, quite a number of actors and actresses, each of much individual quality of their own have made settled incomes for years on the strength of their resemblance to more famous players to whom they acted as understudies. Less often we find striking likenesses between two players, each of whom, in their degree, Mr. Gordon Barker, for instance, has a strong likeness to Sir Gerald du Maurier; which has its incongruous side, for Mr. Barker's speciality is the brutal type, such as Bill Walker in "Major Barbara." Several players at the first night of "Afric of the Dark" were heard to comment on the extraordinary resemblance in appearance and manner which Mr. Arthur Chesney bears to Mr. Edmund Gwenn; but this is not so odd as it appears, for Mr. Gwenn and Mr. Chesney are brothers.

Athletics

The Oxford public did not muster in strong force when the University Athletic Club tried conclusions with the strong team brought down by the old University President, A. E. Porritt. The weather was not inviting, but happily the promise of rain did not materialize. The result was a decisive victory for the visitors by nine events to three, Oxford's successes being all gained in the sprints. Some very fine performances were accomplished, and the Oxford President, Leigh Wood, eclipsed all his previous records on the home track by winning the quarter-mile without being really extended in the fast time of 40.4-5 sec. The Cambridge half-miler, M. H. Gutteridge, was responsible for a very fast half, leaving Hampson, the Oxford representative, who made a very good fight of it, in 1 min. 56 sec. E. Bradbrooke, the old Queen's Blue, also did a fine high jump, clearing 6 ft., and Dr. Woods, the Cambridge treasurer, put the weight 41 ft. 11 in. In a feature of the meeting was the defeat of Lord Burghley in the 220 yards hurdles by R. N. Tindall, a fellow member of Mr. Porritt's team. A surprise was the defeat of the Oxford miler, S. H. Townsend, as after he had overtaken V. E. Morgan at the end of the race, he was overtaken by a narrow margin in 4 min. 32.15 sec. Lord Birkenhead was present during the afternoon and officiated as referee.

Billiards

There was a remarkably close finish to the time match which had lasted for a fortnight at Thurston's Hall, in Leicester-square, Newman beating Davis, who won the championship recently, by 43 points. When the final day's play was begun Davis was 188 behind. Newman opened the scoring with a break of 62, missing a cushion cannon and leaving the balls nicely placed for his opponent. Davis proved to be in capital form, and made a number of very clever strokes while engaged at the top of the table. Assisted by a fluted cannon at 372, Davis succeeded in regaining the lead, and he played very well until, when the break had reached 539, he just missed a difficult long-range loser. Newman responded with a run of 109 and 131 at successive visits. The champion intervened with 60, and after this Davis drew well away by means of a break of 224. Following a double baulk, off which Newman narrowly failed to score, Davis settled down again and scored 242 before he missed a long loser. In the few minutes that remained Newman made 12 (unfinished), his aggregate amounting to 369 against his opponent's 1,068, and Davis, who averaged 213 against 72, was leading at the interval by 621. Scoring 835 to 271 at the final session, and averaging 54 to 18,

Newman just managed to win. Newman played brilliantly to increase his unfinished break to 524, but the play afterwards was only moderately good by comparison, the highest runs being 102 and 90 (twice) by Newman and 66 and 145 by Davis. The result was:

Newman 16,160
Davis 16,117

Kempton Park Results

In spite of the absence of a battle and several other prominent entrants, the Jubilee Handicap produced seven-teen runners at Kempton Park, and was won by Athford, carrying a 10lb. penalty for his success in the Newbury Cup. The Whatcombe stable, which is in splendid form just now, had previously won the popular Kempton Handicap with Tangiers. The victories of Athford, coupled with the triumph of Parviz in the City and Suburban and a number of minor successes, have made it a notable Spring campaign for their trainer, R. C. Dawson, and the jockey, M. Beary. Delius, a small, hardened into strong favouritism, only to produce nothing like the dash he displayed in the Duke of York Handicap on this course last autumn. To the dismay of the backers of Hartford, who was second in demand, the Manton colt was left twenty lengths when the barriers went up, and was never really in the race. Volterra stood stock still when the others got on the way. The American horse, Reigh Count, favoured by the draw, jumped away smartly, but his burst did not last long. Uncle Woody raced from the top ground into the lead, and was joined at the turn into the straight by Caballero and Trelawny. For a time the last two looked like fighting out the finish, but Athford, as at Newbury, came with a long run which could not be resisted, and, securing a fortunate opening on the rails, won by a length from Trelawny, who was the biggest horse in the field. Sunny Trave, producing a dash of his former brilliance, was beaten for third place by Caballero, who has been placed in each of the four important handicaps he has lately contested, an aggravating experience for his owner and trainer. Stanley Wootton continues to be formidable in selling races, and he now carried off the Shepperton Handicap with Lusita, who looked as though she had been through a pond when she cantered to the post. A sound favourite in the Cylward filly secured the May Auction Plate after making the whole of the running. S. Wootton bought the winner for 610 guineas. For the Spelthorne Stakes, which Spion Kop won nine years ago prior to his victory in the Derby, the quality of the field was hardly as good as usual. The winner unexpectedly turned up in Lord Hillington's Flange, who, holding the lead for the greater part of the journey, defied pursuit in the line for home, and scored by a length and a half from Story-Teller, a grey filly belonging to Mrs. Esmond Harmworth. The well-backed Ganga Singh, a half-brother to Cinq-a-Sept, and Ranjit Singh was close up third.

APPOINTMENTS

Mr. William James Carrie resumed duty as Head of the Sanitary Department and Registrar of Births and Deaths on June 8.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. Benjamin David Fleming Bell to be an Unofficial member of the Executive Council during the absence from the Colony of the Honourable Sir Henry Edward Pollock, Kt., K.C., with effect from June 13.

His Excellency the Governor has nominated the following as members of the Court of the University of Hong Kong for a period of three years, with effect from June 12: Messrs. John Hargraves Little and Thomas Ernest Pearce.

Miss Annie Haynes, the writer of detective stories, died at the London home of her friend, Miss Ada Heather-Bigg. Miss Haynes's first novel, "The Bungalow Mystery," was published in 1923, since when she has written nine others. One of these, "The Crime at Tottenham Corners," appeared as a serial in "The Daily Mail."

An engagement is announced between Claud Andrew Montagu-Douglas-Scott, the twenty-three-year-old son of Lord Herbert Montagu-Douglas-Scott, and nephew of the Duke of Buccleuch and Queensberry, and Lady Victoria Haig, the twenty-one-year-old daughter of the late Field-Marshal Earl Haig. Lady Victoria Haig, who is the second daughter of the 1st field marshal, is one of the most popular girls in society. She spends a great deal of her time north of the Border, and she has an unusually expert knowledge of all kinds of Scottish dances. Mr. Montagu-Douglas-Scott is a lieutenant in the reserve of Irish Guards.

Sir Hubert Wilkins, the explorer who is planning a Jules Verne-like approach to the North Pole by submarine, is an Australian who first made his name as an official war photographer. General Sir John Monash, a pretty good judge, said that Wilkins was the most fearless man he had met, and innumerable stories are told of his working a camera under heavy fire and climbing about front line parapets to get good "close-ups" of bursting shells. A man of middle height and slim build, with a high forehead, Sir Hubert Wilkins was born in South Australia 41 years ago and was educated at the Adelaide School of Mines and University. He was still only 23 when he took the first moving pictures of troops in action. This was during the Balkan War, in which he was arrested and nearly shot. Then he went to the Arctic with Stefansson, and enjoyed the distinction of surely being one of the last men in the world to hear about the war. It was not till 1916 that he had the news from a schooner. He rushed back, enlisted, and won the M.C. and bar, and has taken part in a remarkable series of Polar flights which won him a knighthood last year.



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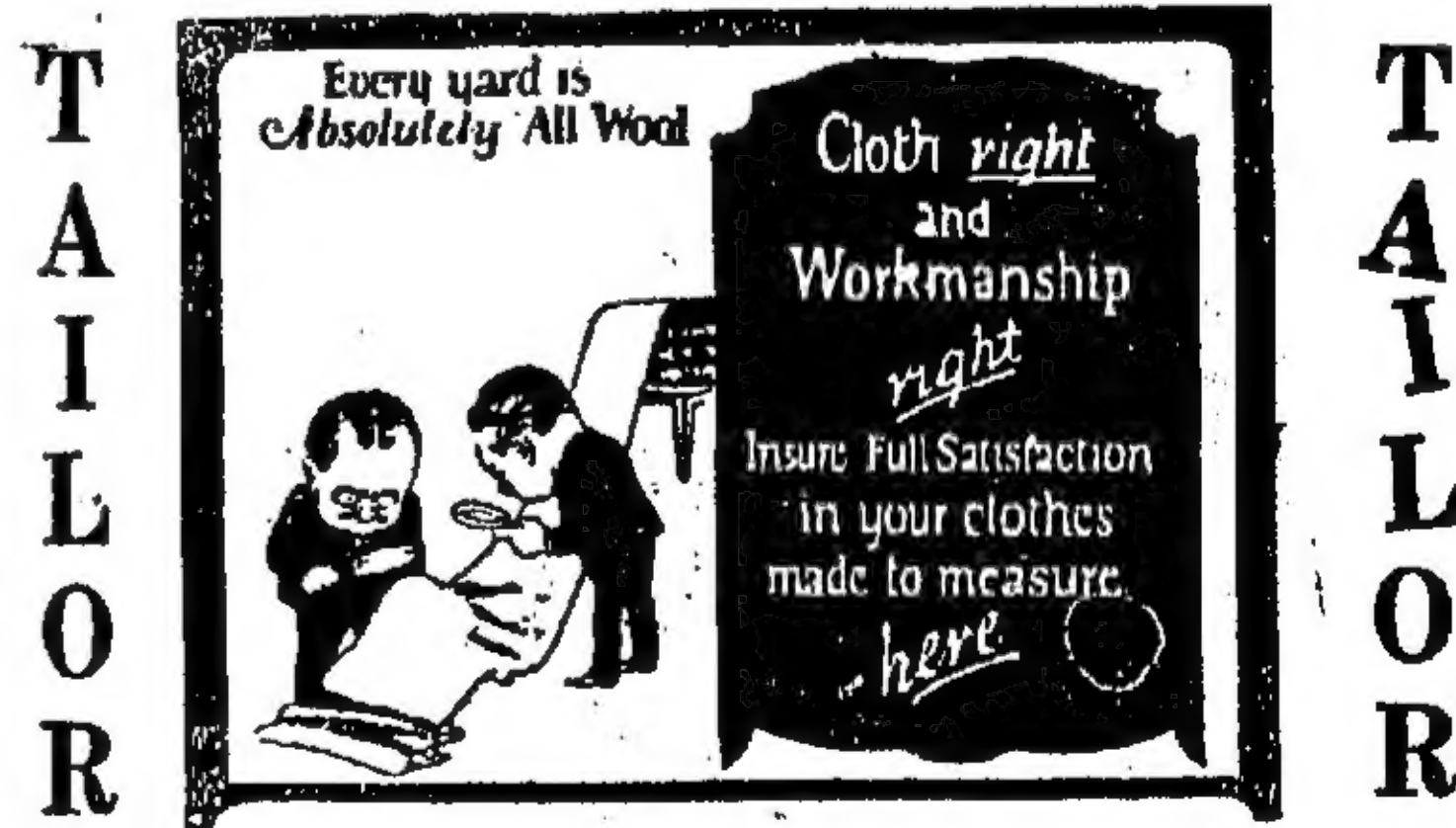
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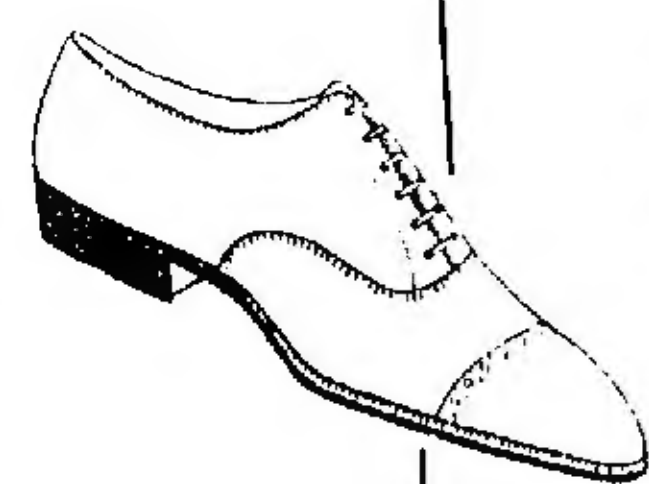
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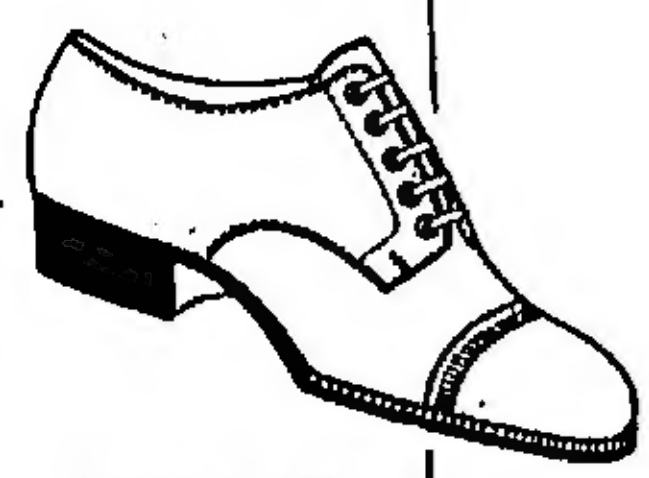


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MEN'S FOOTWEAR STYLISTS.

LAWN BOWLS

Rain Spoils The Schedule

THREE MATCHES

Taikoo R.C. Defeat The Civil Service

In spite of a heavy shower which lasted for the best part of an hour just before the commencement of the Lawn Bowls programme yesterday, three matches were decided in the League. In another fixture, in the junior division, rain put an early stop to the game.

In Division I, the Taikoo R.C. got the better of the Civil Service C.C. at Happy Valley.

The Craigengower C.C. defeated the Kowloon C.C. in Division II by a comfortable margin, including a substantial win of 31 shots on one rink, which probably constitutes a local record.

After a close struggle at King's Park, the Club de Recreio lost to the Civil Service C.C. by the narrow margin of four points.

On the whole, the greens were not as "difficult" as expected and more matches might have been played, especially on the Hong Kong side.

CIVIL SERVICE v. T.R.C.

At Happy Valley, the Civil Service C.C. lost to the Taikoo R.C. by 16 shots.

On the first rink the highest difference between the teams at any time was four. Ferguson's rink had the better of the exchanges for the first five heads but Grim-mitt's scored four times in succession and led by 13-9 at the 13th head. The damage was done by Ferguson on the very next head, five going up on the board to his credit and he led by 14-13. Both sides scored three thereafter, but the victory went to Ferguson by a couple of shots.

Drummond looked like annihilating "Bob" Taylor's men on the second rink, the latter scoring only half a dozen shots up to the 14th head, on which Drummond got as many as five, making the score 17-6. A couple of units and a three came in handy for Taylor, this being countered by Drummond, who got a three on the 18th head. Taylor, however, was persistent and scored on the last three heads (1, 1, and 3), thus going down by only four shots.

By a coincidence Wotherspoon also got a five, so as not to be outdone by Ferguson and Drummond. This was on the seventh head, before which Brawn led, thanks to a 4, 3, and 1. On that eight, however, he stuck for six more heads, Wotherspoon bringing up the score in his favour to 16-8. A 2 for Brawn was followed by 3 and 4 for Wotherspoon, and each side thereafter scored on three heads, Brawn's figure including a 4. The latter, however, went down by 10 shots.

Civil Service T. Grimes
S. Randle T. Grimes
J. Deakin A. Stalker
J. Hollidge J. Laing
A. W. Grimmitt J. Ferguson
(Skip) 17 (Skip) 19

F. E. Booker G. McLeod
S. E. Alderman J. B. Chapman
B. E. Maughan G. Morrison
A. O. Brawn W. Wotherspoon
(Skip) 17 (Skip) 27

T. Laing J. Chalmers
F. H. Holdman J. Sloan
J. J. Gregory C. B. Matthews
R. T. Taylor N. Drummond
(Skip) 16 (Skip) 20
50 66

Division II

CRAIGENGOWER v. K.C.C.

On their own ground, the Craigengower C.C. defeated the Kowloon C.C. by 25 shots.

A very even struggle was witnessed on the first rink. There was never much in it at any time, first one side and then the other leading. Both sides got a couple of fours, but otherwise the scoring was low. Thanks to one of the 4's mentioned Rosset got on level terms at the 18th head (17-17) and got three units before the close, as compared with only one unit for Hepburn, who lost by a couple of shots.

On the second rink Jesse Wiltshire had scored only six up to the 18th head as against 21 for Labrum's rink. Thereafter Wiltshire got 1, 2, and 4, losing the game by eight shots.

Collins established what must be nearly a record for one rink against 9. He opened with 4, 5, 5, and 1. Robinson got a couple of ones, as did Collins. A unit was scored by Robinson, but Collins scored another 5. "Robbie" got a couple and then Collins came away with 4, 1, and 5. Robinson's men thereafter got a 1 and a 3, but Collins scored on the last four heads (2, 2, 1, and 4), thus winning by 31 shots.

Craigengower Kowloon C.C.
D. K. Khuras H. Lasham
S. Flegg W. Borrowman
M. O'Brien F. E. Lawrence
C. S. Rosset J. Hepburn
(Skip) 20 (Skip) 18
W. Field O. B. Raven
W. Langenstrass W. Webb
J. Cavanagh D. A. Purves
J. Wiltshire V. C. Labrum
(Skip) 13 (Skip) 21
E. Luck N. H. Ross
H. V. Pearse W. Brace
Y. Abbas L. J. Blackburn
W. Collins J. P. Robinson
(Skip) 40 (Skip) 9
73 48

RECREIO v. C.S.C.C.

At King's Park, the Club de Recreio lost to the Civil Service C.C. by four shots.

In this match the coincidence was seen of four rinks finishing with 18 each.

On the first rink the Civil Service scored on the first four heads. Then the Club de Recreio scored on the succeeding three. The scoring right through was very low, one 3 going to the Portuguese and a couple of 3's for the visitors. At the 13th head the scores were level at 10-10; at the 20th head the Civil Service led by just one shot, but a 2 on the last head gave them the victory by three shots.

On the second rink each side, curiously enough, got a trio of 3's. The scores were level at the fifth and eleventh heads, and then Archibald scored on four heads in succession, securing a lead of five points. In the end, however, he won by just one shot.

Save for a 4 and a 3 for Barros and a 3 for Massey, low scoring was likewise seen on the third rink, which finished level-18 each. The scores were level at the 7th head and then Barros got a lead of five and, later, seven. A couple of units and a 2 for Massey evened up matters (16-13) a little bit. Barros got a couple of units, but Massey got 3 and 2 on the last two heads.

Club de Recreio Civil Service

E. V. M. R. de Souza E. W. Simmonds
F. V. Ribeiro L. Hollands
A. V. Barros R. R. Davies
A. H. Basto F. Haynos
(Skip) 15 (Skip) 18
M. F. Baptista L. R. Whant
Gomes W. J. Blackford
Alves C. Sara
L. Gutierrez J. R. Archibald
(Skip) 18 (Skip) 19
L. Remedios H. L. Lockhart
E. M. Remedios R. R. Wood
J. M. Rosario L. E. Luck
E. L. Barros J. Massey
(Skip) 18 (Skip) 18
51 56

TAIKOO v. R.H.K.Y.C.

Three heads were completed when the above match was brought to an abrupt termination, with the

PLEASE DON'T WASTE WATER

Taikoo R.C. leading by one shot. The game will be continued on some future date from where it was left off.

LEAGUE TABLES

Division I.					
	P.	W.	D.	L.	Pts.
Taikoo R.C.	5	4	0	1	8
Kowloon D.R.C.	5	3	0	2	6
Craigengower C.C.	5	3	0	2	6
Kowloon C.C.	5	3	0	2	6
Kowloon B.G.C.	4	2	0	2	4
Club de Recreio	4	2	0	2	4
Civil Service C.C.	5	2	0	3	4
Police R.C.	5	0	0	5	0

Shots For and Against

	For	Agst.	Up	Dn.
Kowloon D.R.C.	321	261	60	0
Taikoo R.C.	316	272	44	0
Craigengower C.C.	315	297	18	0
Kowloon B.G.C.	237	248	0	11
Club de Recreio	230	243	0	13
Police R.C.	266	289	0	23
Kowloon C.C.	265	299	0	34
Civil Service C.C.	272	313	0	41

Division II.					
	P.	W.	D.	L.	Pts.
Civil Service C.C.	6	5	0	1	10
Craigengower C.C.	5	4	0	1	8
Yacht Club	5	3	0	2	6
Electric R.C.	5	3	0	2	6
Kowloon B.G.C.	6	3	0	3	6
Taikoo R.C.	4	2	0	2	4
Club de Recreio	6	1	0	5	2
Kowloon C.C.	5	0	0	5	0

Shots For and Against

	For	Agst.	Up	Dn.
Civil Service C.C.	365	315	50	0
Kowloon B.G.C.	373	326	47	0
Yacht Club	300	266	34	0
Craigengower C.C.	308	263	45	0
Taikoo R.C.	258	221	32	0
Electric R.C.	293	303	0	10
Club de Recreio	319	386	0	67
Kowloon C.C.	235	366	0	131

FRACTURED SKULL

Motor Cyclist's Sad End

Douglas (Isle of Man).

Yesterday, D. Lamb, one of four Tourist Trophy riders who crashed at the same spot, has died from a fractured skull.—Reuter.

FOOTBALL

The Annual League Meeting

UNSATISFACTORY ATTENDANCE

Forthcoming Meeting Of The Association

[By "Rover"]
The final annual meeting of the Hong Kong Football League took place on Tuesday evening last, at the Club House of the Chinese Athletic Association, Queen's-road.

The annual balance sheet, a very prosperous statement this year, was presented and there were also two or three important items on the agenda to be passed.

Mr. G. T. May, Chairman of the League presided, but the attendance was very disappointing, very few Clubs apparently being interested in the business of the meeting, and as a result of this the Chairman had in one instance to give the deciding vote on a matter of real importance to the Clubs concerned.

However the balance sheet, showing a flattering balance at Bank of over \$3,900 was carried, and discussion then arose regarding certain proposals to dispose of a portion of this before handing the remainder to the Association at the latter's annual general meeting on June 28.

Referees' Fees

The controversial subject at the meeting which was settled by the Chairman's casting vote, was as to whether the League being in such a flourishing state should increase the League referees' fees for the past season, which are normally \$2 per match, by a bonus of 200 per cent.

Dissatisfaction was expressed at this rather vague way of deciding each year what a referee's services are really worth.

The magnitude of the bonus, 200 per cent. is certainly the big argument against the award, and the members at the meeting opposed it on principle, as the arrangement is slipshod and unbusinesslike, and savours too much of the sharing profits principle, which is certainly not amateur.

Many think that the referees should in all fairness be paid quite these amounts, if not more, but it should be definitely laid down at the beginning of the season, as it is a regular allowable fee, and not departed from under any circumstances whatever.

However, the point was carried, but I understand not satisfactorily, to those members of the meeting who opposed it, and the matter is likely to be more freely discussed at the Council's annual general meeting shortly.

Honoraria

Honoraria on a generous scale were awarded the Hon. Secretary and Hon. Treasurer by the meeting; and in these cases, it was also explained that in former seasons, no honoraria were possible owing to lack of funds, and the awards appeared justified under the circumstances.

The presence at the meeting of one or two new faces to football was welcomed.

Are the Clubs going to show the same apathy at the big meeting on June 28? And are the predictions forecast in these columns (Continued on Next Column.)

KING'S VOICE

Is It Bass Or Baritone?

A RECORD'S VERSION

At a time when a special interest will be taken in it the Columbia Company have brought out a record made by the King at the opening of the new Tyne Bridge, Gateshead, last October.

Most of us have heard the King's voice in one way or another: how many can describe it off-hand? I don't mean can they describe it as a singing teacher would, but can they say merely whether it is a bass or a baritone, gruff or resonant, flat or musical, and whether there are any peculiarities in His Majesty's diction?

Range-Finding.
I put the question to half-a-dozen friends, all of whom are observant men of affairs who have heard the King speak on several occasions. Not one agreed entirely with any of the others. One said the voice was gruff and indistinct, another that it was of normal pitch and very clear in texture; another that it was distinctly unmusical, and so on. Now let me give my own testimony, based on this record.

First of all, the recording is very clear, I suspect that a microphone was used, but whether it was or not, the voice is life-like. (So is the disconcerting cough which someone has imprisoned forever half-way through, and so is someone else's whisper at the end). The King's diction is excellent, and would be better still if he did not occasionally force his voice. You can detect at the beginning how he is feeling for the right range. He constricts his throat, is explosive (note the word "occasion"), pitches his voice too high, and stumbles slightly over one or two propositions. But he soon finds the responsive level, and only in the middle, when he is stressing the "key" sentence of his speech, does he stray from it again.

Father and Son

His voice is musical and resonant in its lower natural register; if it were to remain there everybody would comment on its rich bass quality. It rises rather too often into a medium baritone, and then it becomes hard and "edgy." It falls at the end of every sentence in a way that used to be thought a fault, but the consonants are pronounced so distinctly (note the word "address" near the beginning) that not a syllable is lost. It falls, too, at nearly every comma—a mannerism exhibited also by the Prince—and sometimes rises unexpectedly half-way through a clause. The vowels are well-kept perfect, with a tendency to "nasalize" the "a" in words like "trade" and "may."

The subject matter of the speech, as on all ceremonial occasions, is of no great importance, and all that remains to be said of the record is that the Columbia Company have got it up in style, with a special jacket and a view of the bridge stamped on the vulcanite, the profits are to be given to Gateshead Hospitals.
—John O'London's Weekly.
(March 9, 1929).

GOLF

(Continued from page 1.)

Tolley got square at the twelfth, holing a five footer, Smith failing from a yard out.

Tolley was bunkered off his second shot at the thirteenth hole but Smith missed a short putt for the hole in a half.

A long fourteenth hole was halved for a poor six. Tolley, with a great chip shot from the bed of buttercups, halved the fifteenth.

Tolley cut a tee shot for a short sixteenth, Smith holing an eight footer for the lead.

Tolley got square at the seventeenth hole and the next hole was halved in five.

At the end of the first round the score was all square.—Reuter.

Afternoon Play

In the afternoon Smith was bunkered twice, Tolley taking the first hole, Smith got square at the third, holing a four-yarder.

Smith hooked his second shot at the fourth hole. He played a faulty drive at the fifth and hooked the tee shot into the hillside at the sixth, Tolley becoming three up.

Tolley took the next two. Smith won the ninth, holing a three-yarder.—Reuter.

The Result

London, Later.
Cyril Tolley beat J. Nelson Smith.
—Reuter.

that the whole of the management of local football is again to be left to the one or two live wires interested, likely to be realised?

If so, the Clubs have no excuse for future recommitment, either by their Hon. Secretaries, or representatives in the Press or to the Council.

"The Last Chance"

The Association welcomes publicity and debate. The annual general meeting is the last chance of effecting any improvements, if such are necessary, or desired.

The League meeting was lukewarm, and on the whole very unsatisfactory, from an attendance point of view, and not a tribute to the officials who have conducted a strenuous season with success.

The big meeting takes place on Friday week. Let us hope that it will be fully representative, and that any improvements required will receive the seal of approval of a representative gathering.



WONDERFUL TRAINING. — Preparing for the Royal Naval and Military Tournament which commenced at Olympia, London, May 28. The Royal Air Force, particularly noted for their physical training display, are seen rehearsing at Uxbridge, Middlesex. The march off after the display of physical training.

TENNIS LEAGUES

University Beat K.C.C.

ONLY ONE GAME

Will The Indian R.C. Surprise The H.K.C.C.?

The University, on their own ground, lost easily to the Kowloon C.C. in the "A" Division of the Lawn Tennis League, yesterday.

The heavy rain in the afternoon completely ruined the other courts for play, and caused the abandonment of all the other fixtures.

The game between the Indian Recreation Club and the Hong Kong Cricket Club at Sookumpoo would have attracted a number of spectators, as a win for the latter would, in all probability, decide the championship in the "A" division, the H.K.C.C., undefeated in four matches, having already conquered some of the strongest teams. The Indians, after an indifferent showing in the last few seasons, have re-organised and got together a stronger combination this year and are not unlikely to upset calculations.

"B" Division

In the "B" division, the H.K.C.C. are also well in the running for honours, having, so far, obtained full points in four appearances. They have yet to reckon with the Chinese Recreation Club, however, and the issue will probably rest with these two sides.

The Club de Recreio and South China Athletic Association are the only undefeated teams in the "C" section, but judging from form, the latter cannot be regarded as serious contenders for the championship, so that the Portuguese side stand the best chance of annexing the Shield.

Mid-Week Matches

The following fixtures which were decided during the week, have been included in the appended League tables:

"A" division: Chinese R.C. defeated Craighengower C.C. by eight sets to one on Monday; South China A.A. lost to the Mitsui Bussan Kaisha by four sets to five on Thursday.

"B" division: Chinese R.C. defeated the Royal Engineers and Royal Corps of Signals by nine sets to nil.

"C" division: Chinese R.C. defeated Craighengower C.C. by nine sets to nil on Sunday.

"A" Division

UNIVERSITY v. K.C.C.

At Pokfulam, the University lost to the Kowloon Cricket Club by eight sets to one.

The visitors had matters much their own way, the Fincher brothers again proving to be the best pair of a combination well above the average. Scores:—

Prof. L. Forster and B. H. Wong (University):—
lost to E. C. Fincher and E. F. Fincher 4-6
lost to S. E. Green and F. I. Zimmern 1-6
lost to C. E. Millard and A. E. Guest 4-6
G. E. Yeeh and F. Y. Khoo (University):—
lost to E. C. Fincher and E. F. Fincher 1-6
lost to S. E. Green and F. I. Zimmern 1-6

lost to C. E. Millard and A. E. Guest 4-6
T. W. Chong and G. de Sousa (University):—
lost to E. C. Fincher and E. F. Fincher 1-6
beat S. E. Green and F. I. Zimmern 6-2
lost to C. E. Millard and A. E. Guest 7-9

LEAGUE TABLES

"A" Division

	P.	W.	L.	Pts.
Hong Kong C.C.	4	4	0	4
Kowloon C.C.	5	4	1	4
Chinese R.C.	4	3	1	3
M.B.K.	4	2	2	2
Indian R.C.	1	0	1	1
South China A.A.	4	1	3	1
Club de Recreio	2	0	2	0
University	3	0	3	0
Craighengower C.C.	3	0	3	0

"B" Division

	P.	W.	L.	Pts.
Hong Kong C.C.	4	4	0	4
Chinese R.C.	4	4	0	4
M.B.K.	4	3	1	3
Y.M.C.A.	3	2	1	2
R.E. and R.S.	4	2	2	2
University	4	2	2	2
Club de Recreio	3	1	2	1
Nippon	4	1	3	1
Kowloon C.C.	4	1	3	1
South China A.A.	2	0	2	0
Indian R.C.	4	0	4	0

"C" Division

	P.	W.	L.	Pts.
Civil Service C.C.	5	4	1	4
Club de Recreio	4	4	0	4
Chinese R.C.	4	3	1	3
Hong Kong C.C.	3	2	1	2
South China A.A.	1	1	0	1
Indian R.C.	3	1	2	1
Craighengower C.C.	3	0	3	0
R.E. and R.S.	3	0	3	0
R.A.O.C.	4	0	4	0

DAVIS CUP TENNIS

Britain Plays in Zone Semi-Final

ONE ALL WITH HUNGARY

Budapest, Friday.
Hungary and Britain are meeting in one of the semi-finals of the European zone of the Davis Cup lawn tennis competition.

Kohring beat Gregory of Britain by 6-7, 7-5, 6-7, 3-2, 6-3; but H. W. Austin (Britain) beat Takacs 6-3, 6-2, 6-2.

[Note: Two more singles and one doubles matches have to be played.]

Eastbourne Results

London, Yesterday.
At Eastbourne, in a match between Britons and Americans, the first day's results were:—
Hennessey (U.S.A.) beat W. Powell (Britain) 7-5, 5-7, 6-1, 6-7, 6-2.
Van Ryn (U.S.A.) beat Laster (Britain) 6-3, 6-1, 6-0.—Reuter.

CHITS ON THE "TOTE"

Scheme For Racecourses at Home

BETTING WITHOUT "CASH"

London, Yesterday.
The advent of the totalisator on English racecourses will bring with it a new scheme which will enable racegoers to attend meetings without carrying large sums of money. Big banks have agreed with the Racecourse Betting Control Board to issue to their customers books of chits of denominations varying from £1 to £100 which can be handed to a totalisator clerk instead of cash. Winnings on such chits will be automatically credited to the banking account of the owner.—British Wireless Service.

RAIN SPOILS COUNTY CRICKET

BOWLERS' HARVEST

ONLY THREE CENTURIONS IN EIGHT GAMES

TWO OUTRIGHT VICTORIES

Rain interrupted the first-class cricket programme nearly everywhere at home on Friday, states Reuter. The net result was that out of eight matches concluded only two ended in downright victories. Also, bowlers appear to have derived assistance from the condition of the wicket for, whereas a dozen of them did well, only three centuries were scored. The disparity in the length of the lists is obvious.

Results at a Glance

Middlesex beat Hampshire.
Kent beat Leicestershire.
Yorkshire led Northants on the 1st innings.
Sussex led Essex on the 1st innings.
Worcestershire drew with Notts.
Gloucestershire drew with Cambridge University.
Oxford University drew with Lancashire.
Minor Counties drew with South Africans.

Three Centurions

Gunn (Notts) 164*
Holmes (Yorkshire) 110*
Bowley (Sussex) 100
* denotes not out.

Bowling Feats

Goddard (Gloucester) 9 for 21
Barnes (Staffs, for Minor Counties) 8 for 41
Geary (Leicestershire) 7 for 56
Nichols (Essex) 6 for 34
H. G. Owen-Smith (South Africans) 6 for 38
Dennis (Yorkshire) 6 for 42
Kennedy (Hampshire) 6 for 61
Staples, A. (Notts) 5 for 9
Clark (Northants) 5 for 38
Wright (Kent) 5 for 42
Tyldesley, R. (Lancs.) 5 for 55
K. W. V. Robins (Middlesex) 5 for 84

Middlesex v. Hants

At Lord's, Middlesex defeated Hampshire by six wickets.

Scores:—
Hants 154 runs and 165 runs (Robins 6 for 84).
Middlesex 192 (Kennedy 6 for 61) and 129 for 4 wickets.

Robins, the Cambridge Blue, is probably taking the place of Freeman (as the slow bowler in the side) in the England XI to meet the South Africans in the First Test to-day. His inclusion should strengthen the English batting and fielding.

Kent v. Leicester

At Tunbridge Wells, Kent defeated Leicestershire by 81 runs.

Scores:—
Kent 157 runs (Geary 7 for 56) and 220 runs.
Leicestershire 114 (Wright 5 for 42) and 182 runs.

Yorkshire v. Northants

At Bradford, Yorkshire took first innings points from Northamptonshire. Scores:—

Yorkshire 219 runs (Holmes 110 not out; Clark 5 for 38) and 58 runs for 4 wickets, declared.
Northants 102 runs (Dennis 6 for 42) and 57 runs for 1 wicket.

Sussex v. Essex

At Horsham, Sussex took points from Essex for a lead on the first innings. Scores:—

Sussex 248 runs (Bowley 100) and 106 runs (Nichols 6 for 34).
Essex 194 runs and 53 runs for 2 wickets.

Worcester v. Notts

At Worcester, Worcestershire drew with Notts, each side taking 4 points because no decision on even the first inning was reached.

Scores:—
Notts 350 runs for 4 wickets, declared (Gunn 164 not out).
Worcester 44 runs for 7 wickets (Staples, A. 5 for 9).

Gloucester v. Cantabs

At Cheltenham, Gloucestershire drew with Cambridge University. Scores:—

Cambridge 82 runs (Goddard 9 for 21) and 135 runs for 3 wickets.
Gloucester 220 runs for 3 wickets, declared.

Oxonians v. Lancashire

At Oxford, the University drew with Lancashire. Scores:—

Oxford 160 runs (Tyldesley, R. 5 for 55) and 139 runs for 6 wickets.
Lancashire 218 runs.

Minor Counties v. Tourists

At Stoke, the Minor Counties drew with the South Africans. Scores:—

Minor Counties 201 runs (Owen-Smith 6 for 38) and 188 runs for 6 wickets, declared.
South Africans 139 (Barnes 8 for 41) and 40 runs for 1 wicket.—Reuter.

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LAST SEAT

Conservative Elected for Rugby

FINAL STATE OF COMMONS

London, Yesterday.
The election at Rugby, postponed on account of the death of the Labour candidate, Mr. H. Yates, resulted:—

Captain D. Margesson (Conservative) 15,147
Morgan (Labour) 11,588
Bernays (Liberal) 10,158
This election completes the membership of the House of Commons and the final state of the parties is:—

Party	Members
Labour	250
Conservatives	280
Liberals	58
Independents	8
Total	616

(*including Mr. Jowitt, who deserted the Liberals after the General Election to become Attorney-General in the Labour Cabinet.)

Chief Whip

Mr. Tom Kennedy has been appointed Chief Government Whip.—Reuter.

A NEW OPERA

Vaughan Williams' Work Praised

"SIR JOHN IN LOVE"

No doubt many of those who heard, at the Royal College of Music, Vaughan Williams' new opera, "Sir John in Love," thought that in choosing his text from "The Merry Wives of Windsor" the composer had been a very daring fellow. As a matter of fact (says the London "Daily Telegraph") there is no reason why a composer should avoid a text already exploited, especially when the setting differs in some important particulars. The matter acquires a different complexion when the similarity goes beyond the text. But there is not the slightest resemblance between the method or the ideals of Verdi and those of Vaughan Williams, and we may admire both sincerely without being branched as traitors to either.

The libretto of the Italian composer was prepared by Evans, who adapted very skilfully and also thoroughly the Shakespearean text. Vaughan Williams has gone back to the original, retaining in the cast all the minor characters Boito had summarily banished. He has given us the duel between Dr. Caius and Sir Hugh Evans—which is excellent fun—but, like Boito, he has omitted the episode of the fat woman from Brentford, which is rather a pity, since it would have given him a capital substitute for the basket scene, which alone may be thought to challenge comparison with the Verdian treatment of the situation.

PLEASE DON'T WASTE WATER

Traditional Melodies
In general style, however, Verdi and Vaughan Williams are worlds apart. Not even "Hugh the Drover" provides a more perfect instance of the English composer's allegiance to traditional melodies. "Sir John in Love" is a remarkable achievement in this respect. There is no questioning the immense skill with which Vaughan Williams treats national folk songs. The intermezzo played between the first and the second scene of the third act is a revelation of what a traditional tune may become in the hands of a master. The treatment is so simple, so direct, that it is to be feared Vaughan Williams will be suspected of making a bid for popularity. Whatever the fierce intellectual may say, some such idea, direct, simple, and inspired, is of greater value than ever to-day, when barren mental exercises deplete the audiences of the opera house and the concert room. Beethoven once thought of writing a set of variations on our National Anthem, "to show the English what a fine tune it is." After Vaughan Williams there will be no need of anyone teaching us what a fine tune "Greensleeves" is.

Old tunes fit well the old story of Falstaff and his attempts to win the love of Mrs. Ford. There is one instance where tune and treatment are too beautiful for the situation. When Dr. Caius avows his admiration for Anne Page, the poet in the musician was too strong for Vaughan Williams, and he has written music more fitting to courtly Fenton than the swagging French physician.
And perhaps there are other, less important, places when the music hardly does justice to the robust humour of the play. But to write music too beautiful for the action is an error of which many must wish themselves guilty. "Sir John in Love" is a thoroughly enjoyable work, and one which must enhance Vaughan Williams' reputation as a composer of opera.
The performance, conducted with great skill by Dr. Malcolm Sargent, showed a degree of general excellence, reflecting the highest credit on the students of the Royal College of Music. Mr. Leyland White (Falstaff) and Mr. Clifford White (Ford) should be singled out for good singing and restrained, yet effective, acting. But the most notable fact about the performance was the ability shown by every one of the twenty members of the cast. Mrs. Page (May Moore), Anne Page (Olive Evers), Mrs. Ford (Veronica Mansfield) and Mrs. Quickly (Miss Hilda Hickard) were interpreted in a way which showed a thorough understanding of the stage and its problems, as well as of Vaughan Williams' music.
The choral singing, dances, scenery and costumes were efficient and tasteful. The stage action alone left room for improvement.

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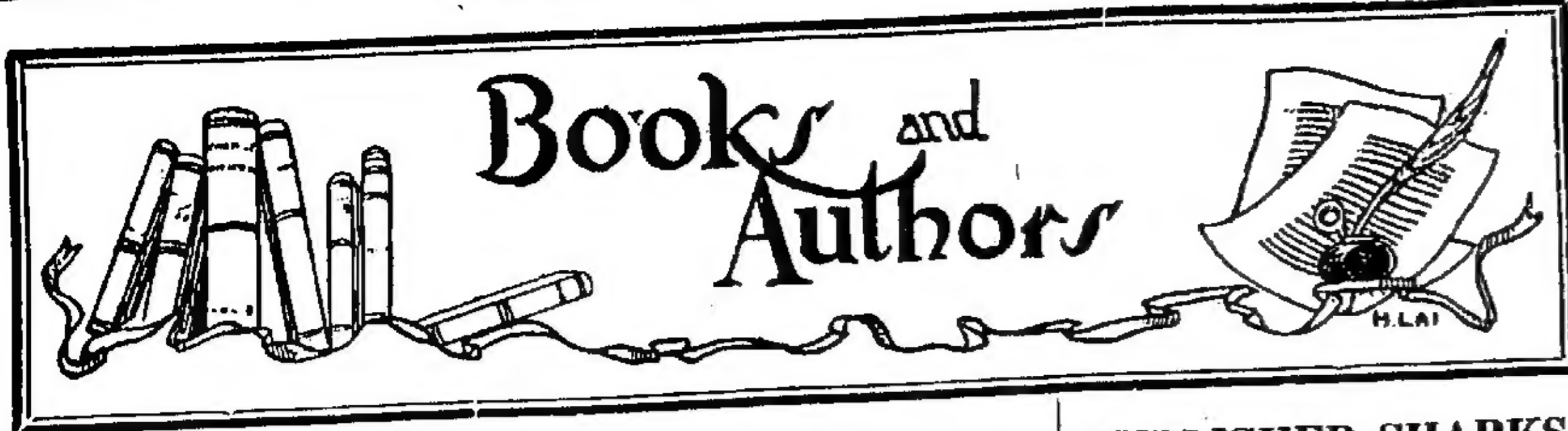
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From the publishers, Messrs. Kelly & Walsh, we have received a copy of a new book of views entitled "Hilly Hong Kong."

The photography is very fine and clear, and shows some of the best known "places of interest" from quite a new and refreshing angle.

There are also three panorama views, "From the Harbour," "Victoria," and "Repulse Bay," the inclusion of which should make a very special appeal to the resident who wishes to keep or send away to friends overseas an adequate pictorial idea of what Hong Kong looks like.

Altogether, it should prove to be a most acceptable little book, and, published at the humble dollar, there ought to be no doubt as to its commanding a very ready sale.

The publishers, Messrs. Kelly & Walsh, are to be congratulated on giving us another little souvenir of the Island in which we live and which will hold for so many the happiest of memories long after they have left its shores for the Homeland or for other climes with less pretensions to pictorial beauty.

MR. H. M. TOMLINSON

Recognition of Rare Work

There will be satisfaction in literary circles that the Femina Vie Heureuse Prize for 1928-29 has gone to that finished craftsman, Mr. H. M. Tomlinson, for his first novel, "Gallions Reach." There is not much in the money value of the prize £40, but it carries with it the recognition of rare and distinguished work.

Mr. Tomlinson, who began his career in Fleet-street a generation ago, has been slow in coming into his own. But for many years he has enjoyed a vogue among dis-

FOR CHILDREN

Book "Juggling Tricks" Denounced

Librarians interviewed, agreed with the view of Mr. C. R. Sanderson, expressed at a meeting of librarians in London recently, that too little was done for children in reading centres.

Mr. Sanderson had said: "We are in a position to say to the children, 'Come to us for your reading.' But taking the country broadly, what do they get? A few juggling tricks with books and a certain amount of shop window-dressing."

Mr. Berwick Sayers (Librarian of Croydon) said: "Outside London the number of British cities and towns with proper libraries for children, specially staffed, is only about a dozen, and certainly not more than twenty. It is not from any lack of ideas or keenness among librarians. It is lack of money."

Mr. Guy Keeling, secretary of the Library Association, said that American cities spent far more on libraries than was usual in Britain.

"Librarians are doing all they can to speed the opening of more children's libraries," he added, "but so much turns on money. Our libraries rival the American ones in quality if not in quantity. Many of our librarians are doing well with story hours. The youngsters sit at their ease and the librarian makes books live."

eliminating people for books which have captured the atmosphere of the remote lands and seas which he has traversed.

If he shows the influence of Conrad, he shows also the effect of his early environment of ships and sailors in Poplar. It was there as a boy that he saw the renowned tea clipper "Cutty Sark" and her captain, who signalled a record run from Sydney to London by giving one of her masts a golden rooster.

PUBLISHER SHARKS

Preying on Young Writers Overseas

Says the "Daily Mail":—The disreputable publisher has extended his activities to the Dominions, and he is reaping an even bigger harvest from young overseas authors than he is from misguided writers in this country.

Such publishers advertise themselves very well, and it is these very advertisements which should warn people against them. They advertise for manuscripts, which they promise to publish.

Authors who send their first books receive replies immediately, telling them that there will be no difficulty in placing such excellent works. But the letters go on to say that the cost of publishing is so great that the firm must ask the authors to contribute something on a co-operative basis and to share in the profits of the first editions.

A Black List
A few copies of the book are printed, but there is rarely any profit, and the author loses his money and his book.

The Society of Authors and Composers has a black list of such publishers, and members are warned against them. There are only a few of these sharks, but they cause an incredible amount of disappointment and misery among "amateur novelists." The secretary of the society said:

We find great difficulty in helping people who have got into the clutches of these publishers, because they have usually already entered into contracts. These publishers are careful to see that they keep within the law. One firm which has started advertising in newspapers in the Dominions has caught a large number of would-be authors.

The only advice I can give young authors is to join this society and benefit by the advice we can give only to members, or to make careful inquiries before entering into a contract with a firm.

The secretary of the Publishers' Association agreed that anyone who has a book for publication should make every effort to find

"KITCHEN POETRY"

That Was Admired by J. D. Rockefeller Poet

Not a British servant girl, to whom Mr. John D. Rockefeller attributed the authorship of the poem which he distributed at Lakewood, N. J., but a young British author of some note, Cecily Hallack, penned the stanzas which caught Mr. Rockefeller's fancy, if an account of its history published in the "Daily Chronicle," is correct. The author, who had previously written "Beardless Counsellors" and "Candellight Attic," according to this account, composed the poem as a message to a girl friend who complained that domestic drudgery was spoiling her hands for violin playing. It was written eight years ago.

A typewritten copy of the poem, without the name of the author attached, was dropped into the letter-

PLEASE DON'T WASTE WATER

box of a clergyman," the explanation continued. "This led to three verses of it being published in the 'Home Missioner,' where it was seen by a maid in service in the Midlands. So perfectly did it express her own ideas that she dreamed she had composed it herself."

"As the work of a servant of 19 years of age, it found its way into the hands of a noted London preacher who quoted it in a lecture and caused it to be printed in his magazine."

The "noted London preacher" is presumably Dr. G. Campbell Morgan, who is known to have read such a poem at a service in the Summer of 1928 at Westminster Chapel, London. "The Westminster Record" also printed the poem above the initials "M. K. H."

The three stanzas thus published are those printed on the cards which Mr. Rockefeller handed out to members of the Lakewood Church congregation. According to the quoted

out the character of a publisher he thinks of dealing with. "It is quite easily done," he said. "A reputable publisher will soon tell an author if a book is likely to sell or not."

account in the "Literary Digest," however, there were seven stanzas in the original poem which the author has now caused to be published in full under the title, "The Divine Office of the Kitchen."

The Poem
The poem as now ascribed to Cecily Hallack follows:—

Lord of the pot and pipkins, since I have not time to be A saint by doing things and vigil-ing with Thee.

By watching in the twilight dawn And storming heaven's gates, Make me a saint by getting meals And washing up the plates.

Lord of the pots and pipkins, please, I offer Thee for sores The tiresomeness of tea leaves and the sticky porridge bowls. Remind me of the things I need, not just to save the stairs, But so that I may perfectly lay tables into prayers.

Accept my roughened hands because I made them so for three. Pretend my dimop is a bow, which heavenly harmony Makes on a fiddle frying pan; it is so hard to clean, And oh, so horrid! Hear, dear Lord the music I mean.

Although I must have Martha's hands, I have a Mary mind. And when I black the boots, I try Thy sandals, Lord, to find, I think of how they trod our earth, what time I scrub the floor, Accept this meditation, when I haven't time for more.

Vespers and Compline come to pass by watching supper things. And, mostly, I am very tired; and all the heart that sings About the morning's work, is gone, before me, into bed.

Lend me, dear Lord, Thy tireless heart, to work in me instead. My matins are said overnight to praise and bless Thy name. Beforehand for to-morrow's work, which will be just the same; So that it seems I go to bed still in my working dress, Lord, make Thy Cinderella soon a heavenly Princess.

Warm all the kitchen with Thy love and light it with Thy peace. Forgive the worrying and make the grumbling words to cease.

Lord, who had laid breakfast on the shore, forgive the world which saith "Can any good thing come to God out of poor Nazareth?"

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THINGS CANADIAN.

Naming the Baby

[Culled By Ralph Cooper]

We know that in the paleface Canadian household naming the baby is a most momentous occasion, one that is not infrequently attended with competition and even friction, but how does the little Indian papoose receive his name? Whose is the imaginative mind back of such picturesque phraseology as Running Rabbit or Mist on the Mountain?

"The white man must hand it to his redskin brother when it comes to fanciful and descriptive nomenclature," stated the provincial registrar of vital statistics for Alberta, as he courteously permitted us to examine his books.

And we found this to be true. For here was poetry, music, aestheticism, romance, and just plain foolishness as well. Who is it christens the redskin child? The male parent, as a rule, although occasionally the big chief of the village does the choosing. Apparently the mother has very little say in the matter. The Indian statistics are kept by themselves in a large bound ledger and a glance through its pages is interesting and revealing, as attesting the originality of our "first citizens." It takes one just about an hour to run down the list only as far as H. so we had time to copy down only the following selections:

Some Names

Amy Across Hill, Black Rabbit Woman, Betsy Bad Valley, Billy Big Forehead, Billy Cross Child, Henry Eating Fish, Ellen Medicine Pipe, Charlie Eagle Tail, Catherine Coyote, Buffalo Joe, Fanny Firefly, Fast Fox, Flossie Forret, Bear Rolling Over, Ben Bad Eye, Fred Fling Waver, George Big Salmon, Bawling Around, George Cut Arm, Calf Jumping Rock, Dan Deer Track, Crow Shoe Charlie, Elizabeth Big Throat, Alex. Spotted Duck, Charlie Canoe Paddle, Belle Blitting Pemican, Cora Fish Cleaner, Harry Lame Horse, Ann Polson Berry, Frank Finger Lost, Amy Arrow, and Della Dragonfly.

Some of these names immediately suggest their sources, but others are rather more obscure as to meaning. The cross child is probably kin to Bawling Around, Miss Fish Cleaner is likely a Martha sort

of person around camp, while Mrs. Big Throat quite possibly wears a goitre. There are, however, no infallible guides for arriving at the true origin of redskin names. They must be accepted on faith. Infant christening often gives place to adult baptism, when a more appropriate name is then substituted for the earlier one. It is conceivable that when an Indian youth arrives at maturity he may strenuously object to continuing his baby name, as was the case with a certain Cree boy whose moniker until he was eighteen had been Little Black Snake. Rapidly grown into a husky, tall, strapping name became for him a source of annoyance and the cause belli of many a fight in the schoolyard. It chanced that he performed an heroic deed about this time, and his father having some influence with the tribal chieftain, the young man thereafter was known as John Strong Buck. This was more in keeping with his size and prestige.

New One Worse

But on the other hand, the new name may sometimes be worse than the old one. At least from our point of view. There was a girl known as Splashing Water, but this charming baptismal phrase unfortunately was superseded by a much less euphonious one when she saved the life of a child belonging to her tribal chief. The little one had eaten berries from the deadly nightshade and was at the point of death, but the young squaw brought him round with an emetic made of herbs, whereupon the grateful father promptly christened her Jenny Poison Berry.

In the giant ledger which we were privileged to inspect there were hundreds of names of every sort, some suggested by birds, some by animals, fish and reptiles, while many others sprang from manifestations of nature such as storms, sunsets, clouds, rocks, winds, rivers, trees: A Whitethroat and a Swallow recently were joined in wedlock, while a Smoke and a Tobacco also figured together in the hymeneal list. In examining a similar record in Saskatchewan it was found that twins had been born to

a Blackfoot family known as Chipmunk and that they had been christened Lucy and Letty. It is possible that these children may grow up to become the wives of young men named Squirrel, since there are innumerable Squirrels in Saskatchewan, black, red, grey, and striped! There is likewise the honourable name of Skunk, and once we recall meeting a gentleman named Peter Polecat, who was by way of being a hero in his village. He was a haughty warrior of the Crees who bore the scars of many a scrap, and there were none too proud to do him reverence in spite of, or perhaps because of, a broken nose, a missing ear, and other items.

"Breath of Pine"

Breath of Pine was the name of a pretty young squaw of the Kootenays, but it is sad to have to add that the poor girl needed urgent dentistry done when we met her. There was once an old Indian with a beard, truly a rare thing, who was known as Mr. Claus, perhaps in honour of the dear old patron saint of Christmas. Far and wide went his fame. He was in fact almost as much of a woker as the sexagenarian who was said to have grown a third set of teeth.

In most tribes, as soon as a new baby is born the male parent dashes off to spread the glad news and the first arresting sight to meet his eyes becomes the name of the child—whether it be a running fox, a fish jumping in the lake, a beautiful sunset, a bear in the act of rolling over a bush fire, a calf crossing a creek, or what not. From what we can learn the mother virtually has no voice in the choosing of her offspring's name—she must rest content with having brought him into the world.

FERRY BUMPS JUNK

Mild excitement was created on Friday about 7.30 p.m. when the Star ferry launch, "Golden Star," collided with a junk as she was leaving the wharf at Hong Kong.

The junk's crew evidently thought that they would have time to cross the bow of the ferry, but apparently the latter had made a little more headway than expected and she struck the starboard side of the junk. Little damage was sustained by the latter craft.

It is notified that the name of the Leyseco China Co., Ltd. has been struck off the register of companies.

CAMOENS DAY

Prince of Portuguese Poets

THE GROTTO IN MACAO

Macao, June 11.
Among that splendid array of names of Portuguese celebrities during the 14th and 15th centuries, Portugal's golden age, there is none that rivals Luiz Vaz de Camoens, the prince of Portuguese poets and bard of the Portuguese nation. He died on June 10, 1580, and every year on the anniversary of his death the Portuguese observe the occasion in a solemn manner. June 10 has come to be called Camoens Day, and a public holiday is declared in the poet's honour.

Macao's name is linked very intimately with that of Camoens, and there is very special reason why his name should be greatly revered by the people of Macao, for Camoens himself was among the Portuguese who landed at Macao when the peninsula was taken over after its presentation by the Emperor of China in return for services rendered in the destruction of a pirate fleet. He then remained at Macao many months awaiting a ship to carry him back to India, and legend has it that he was an habitual frequenter of the world-famed grotto that bears his name. He had already begun work on the wonderful poem which was later to bring him so much fame, and it is believed that in the charmed seclusion of the now celebrated grove he composed a great portion of his immortal epic, the "Lusads."

School Children's Homage
And each year on this Portuguese holiday all the school children of Macao, to the number of many thousands, come to this national shrine to pay homage to the undying memory of the man who has left to posterity in the lines of his epic story, the "Lusads," the tale of that great achievement which will forever be associated with the Portuguese race, the discovery of the sea route to the East.

Professor Edgar Prestage speaks thus of Camoens:—
"He is a thinker as well as a poet, and he reveals a personality so virile and deep, a philosophy so broad and human, a vision so wide, and a form and style so nearly perfect, as not only to make him the foremost of Peninsular bards but to entitle him to a place in that small company of

universal poets of the first rank... and a score of his sonnets, two or three of his canzoni, elegies and elegies, and the Babylonian roundels will bear comparison with any composition of the same kind that other literatures can show."

Chinese Viceroy's Tribute
It is not matter for wonder, therefore, that from many lands tributes have come to the name of Camoens, and some of these engraved on granite slabs, mortised into the rocks that form the grotto, may still be seen, and here even the Chinese Viceroy, Kiyong, knelt before the grotto to do homage to the Portuguese sage.

The bust which surmounts the pedestal, on which some stanzas from the "Lusads," was erected in 1886 by Comendador Lourenco Marques, who was an ardent admirer of the poet and his work and within whose estate the grotto stood. The estate was later acquired by the Portuguese Government and has thus been secured to the nation for ever.

From British Residents
Every visitor of any distinction comes to Macao's sacred shrine,

and the latest homage rendered to Camoens is that of the British residents in China, when on February 22, 1928, Sir Miles Lampson, British Minister to China, on a visit to Macao, placed a tribute at the foot of the pedestal on which the bronze bust stands. The tribute, which takes the form of a wreath of laurel leaves in bronze, bears the following inscription:

A Tribute of Appreciation to
LUIZ DE CAMOENS
From British Residents in
China, 1928.

Here in this hallowed atmosphere come the school children of Macao once every year to hear the story of Camoens told again, and to this spot they bring their little floral tributes which they lay at the foot of the statue of him who "wrote the Lusads, that famous epic in which the glorious history of his country is entwined with a master's hand, with the tale of the first voyage of discovery to India."—Communicated.

LOCAL TENDERS

Acceptances Announced in "Gazette"

It is notified in the "Gazette" that the following tenders have been accepted by the Hong Kong Government:—

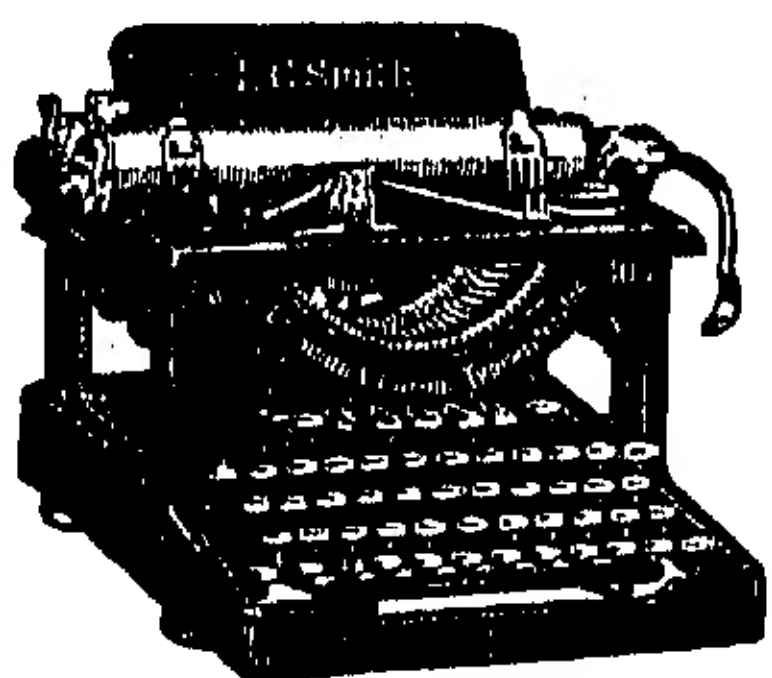
Standard Oil Co. of New York for motor spirit: in tins of 4 gallons at \$3.27 per unit.
Asiatic Petroleum Co., Ltd., for motor spirit: in S.C. drums at \$0.39 per imperial gallon; in bulk ex tank at \$0.39 per imperial gallon.

Messrs. Un Ng-tsung \$29,870 for the construction of road from Causeway Bay to Quarry Bay—centre section opposite M.L. 430 to cable house.

The proceeds of the concert given last Saturday evening at St. Stephen's Girls' College, in aid of the Chinese Mission to Lepers, realised \$440.

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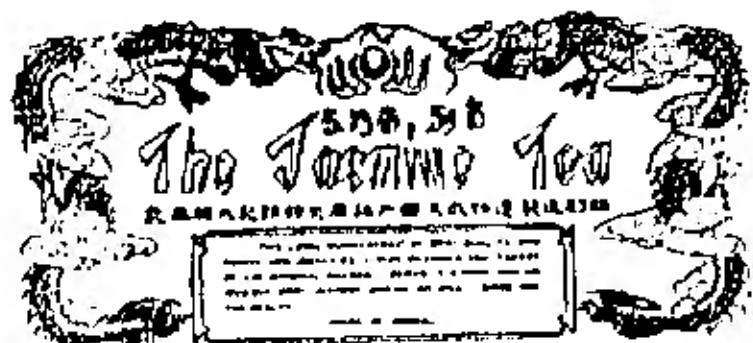
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Madam,
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Yours Faithfully,



Several readers ask the "Sunday Herald" to comment in this column on the present condition of the Castle Peak-road at certain parts where repairs are being effected. Emphasis has to be laid on that corner where an accident happened the other day to a motor-cycle combination which went over the cliff. The cause of that mishap, which might easily have been most tragic, was undoubtedly the pot-holes that have formed at this part. Even the driver of a heavy car finds difficulty in negotiating the corner owing to the condition of the road, which is certainly in a deplorable condition. It is quite understood by motorists that the condition complained of is in turn due to the demolition of the overhanging rock which has always been a source of trouble to drivers of buses as well as other vehicles owing to the narrow space permissible for negotiating the corner. All the same "safety first" should be the motto of the P.W.D. as well as motorists, and when not one but several accidents have happened at this same corner it is just about time that the P.W.D. folk wakened up to the grave danger to which they are exposing motorists.

One is accustomed to seeing the Chinese carrying their water in two kerosene tins, suspended by a rope on a bamboo pole, and put across their shoulders. Such is the daily scene in normal times. But in this time of shortage, one witnesses with interest the queer contraptions that are used by Chinese for the transportation and conveyance of water to their respective abodes. Hotels have motor trucks to do this; but the congenial Chinese make devices of their own. Thus, a square wooden board, two axles, for wheels (of any minor radius), a couple of nails, and their "gadget" is, as they consider, A1. A very conventional idea it is for carrying their tins. One may see many of these able transporters being pulled along the streets of Kowloon, by happy-go-lucky Chinese seeking the necessary drop of water to take home.

Superstitions die hard among the Chinese but the palm must be awarded to the Siamese for the one that is widely held through the countryside, namely, that the cure for a long drought is a procession in which a cat is carried on a pole! The cat is regarded as a sure rain getter. Long drought and much sickness having afflicted the people of Ratburi, a town in Siam, someone with a lot of land waiting to be ploughed bethought him of the old superstition. Accordingly a cat was found, and the procession took place, over one thousand people taking part. A chapter of monks were hospitably entertained, they replied by taking part in a religious service for the assembled farmers, and the following morning the monks were fed before returning to their respective temples. Now comes the sequel, at four o'clock on the day following the procession, rain began—and continued to fall heavily for ten hours. — Felix, Hong Kong beseeches you!

It's curious that when Hong Kong is suffering from an acute shortage of water papers in other parts of the world should talk about kindred subjects. Here is what a London publication had to say a few weeks ago:—
"As day follows day without the warm spring rains for which the farmer is looking, the position of our agriculturists grows more anxious and difficult. Irreparable damage has not been done as yet; it is true, but they are kept in apprehension and put to heavy expense to feed their stock. The present year has established a new record for dryness, throwing into the shade both 1887 and 1921, which were years of exceptional drought. Indeed, it is an almost startling fact to note that in the first three months of the year only 1.28in. of rain fell in the south-east, while in the south for the last 95 days just half an inch is reported. By way of

comparison, it may be mentioned that the first three months of 1887 showed a rainfall of 7.37in. What is happening this year is, then, something quite extraordinary. So far as London and the great cities are concerned there is for the moment no cause for alarm, though precautions may shortly have to be taken."

The subject of prayers for rain has created a stirring controversy at Home. We may quote a few "Letters to the Editor":—
A Churchman says: Is there any church in this country where prayers for rain are being offered? The Churches concentrate so much on doctrinal controversy and internal dissension that the needs of every-day life are neglected. Do our Churches ever pray for rain till drought has done its worst, or for the weather till floods have brought irretrievable ruin to crops? What can a mere layman think save that the Churches have no faith in prayer?
A Sheffield man then fired this broadside in: It is astonishing in these modern and clear thinking times that there are still people like "A Churchman" who think

PLEASE DON'T WASTE WATER

that, if they go into a place of worship and pray for rain to come (or for rain to cease) that some Deity will turn the rain on or off as we poor mortals wish. If we require £1,000 or a fortnight's holiday specially, do we pray for it and get it? Prayer is a matter of suggestion. When we are in need of consolation in time of grief or comfort in time of sorrow we pray and feel that consolation or comfort. It is not something tangible or material, it is spiritual. Rain is as material as the £1,000 or the fortnight's holiday.

A Lieutenant Colonel weighs in with this:
When, in March, 1918, in a time of deadly peril to our existence as a nation the whole of the people, led by their King and the rulers of the people, prayed to their God, a significant token was accorded with regard to the threatened danger—in that, from that moment, we never looked back as far as our position in the late war was concerned. Within recent months we have witnessed a miracle, almost, in the recovery of his Majesty the King, following on the prayers of the nation that such a happy issue might be granted. The lesson taught by these undeniable facts seems to have been lost on your correspondent, Mr. H. Needham Kendall, who would be well advised to consider whether his somewhat selfish views on the subject of prayer do not require revision.

Evidently journalists in places other than Hong Kong have, occasionally, a tiff with the powers that be, for the Bangkok correspondent of a Malayan paper reports:—
"The relations between officialdom and the Press, while quite amicable, are not very helpful to either side. Officials have been in the habit of regarding the Press with suspicion, not without ground be it said, for the vernacular Press has not always been too scrupulous regarding the use of official news. But there has been a decided improvement in the tone of the vernacular newspapers during the last two years, and at least four papers are conducted on very commendable lines."

"The Minister of War has taken a step that may be of distinct help. He has intimated publicly that information, which is publishable regarding army matters may be obtained by applying at the appropriate section. That is a great advance, and in a manner of speaking heralds an entirely new policy. Personally, I consider it a very prudent step, and look forward to other departments following the good example. It is certain that if the relations between the departments and the Press undergo improvement neither the State nor the newspapers will lose."

A reference in Resources of "Truth" to re-fitting the big China station cruisers at home must not be taken—that journal assures us—to imply that Hong Kong is unable to deal with these ships. The "Truth" man continues: I have sometimes thought that if the naval resources of that port were better known in this country the necessity for the new Singapore base would have been more persistently questioned. The Admiralty No. 1 dock is 555 by 95 by 39 feet, and the Kowloon dock 700 by 86 by 30 feet. Butterfield and Swire's new dock at Quarry Bay is 750 by 88 by 34½ feet. There are two lesser docks, each capable of taking cruisers up to 5,000 tons and three destroyer docks. The tidal basin is 9½ acres, with an average depth of 40 feet. If the rise of a Japanese sea power is the reason for developing Singapore—and it is mere bunkum to pretend that there is any other reason—Hong Kong is strategically as good as Singapore. True, Hong Kong is open to attack from the mainland; so is Gibraltar, and knowing both places fairly well, I should hesitate to say which would be the more difficult to take.

A correspondent suggests that the Admiralty might well consider the issue of the General Service Medal to officers and men who have been serving in the inland waterways of China during the past few years. On this "Truth" says: I agree with him that this service has often been both arduous and dangerous. But the difficulty in the way of complying with his proposal is that we have not been at war with China, and the decoration he mentions is a campaign medal. There is no precedent for striking a special medal for service against brigands and pirates of a nation with whom we were not at war. The alternative is to decorate officers and men liberally with honours which have no direct relation to campaigning, such as the O.B.E. and M.B.E.

As confidently expected, the Eastern Extension Telegraph Co. broke records again in sending out the result of this year's Derby. According to official timing, the message reached Egypt, South Africa and the Straits Settlements five seconds after the finish. South America was reached in eight seconds, Australia in 20, New Zealand in 25 and China in 25. But read what a thrill a Singapore Pressman enjoyed that night—a privilege not yet extended in Hong Kong. "In giving five seconds as the time taken to reach Singapore the company is making rather an under-statement, for a 'Straits Times' representative made it a second and a fraction less."

"By special permission, he was allowed to be in the company's office when the news came through. The decks were cleared for record-breaking. Everyone was on the tip-toe of expectancy, most of all, perhaps, a member of the staff who stood to win £10,000 in the Cable Sweep if Cragador was successful. A bell signalled nine o'clock. The staff waited anxiously and at 9.08 came the signal that the horses were off. The result came through forty seconds after 9.10, local time, and as the time of the race is given as 2 min. 36.2-5 secs., this allows 3.3-5 secs. for the news to reach Singapore. Everything had been prepared, down to the provision of another electricity plant in case the ordinary supply failed. Altogether it was a very fine piece of staff work on the part of all concerned."

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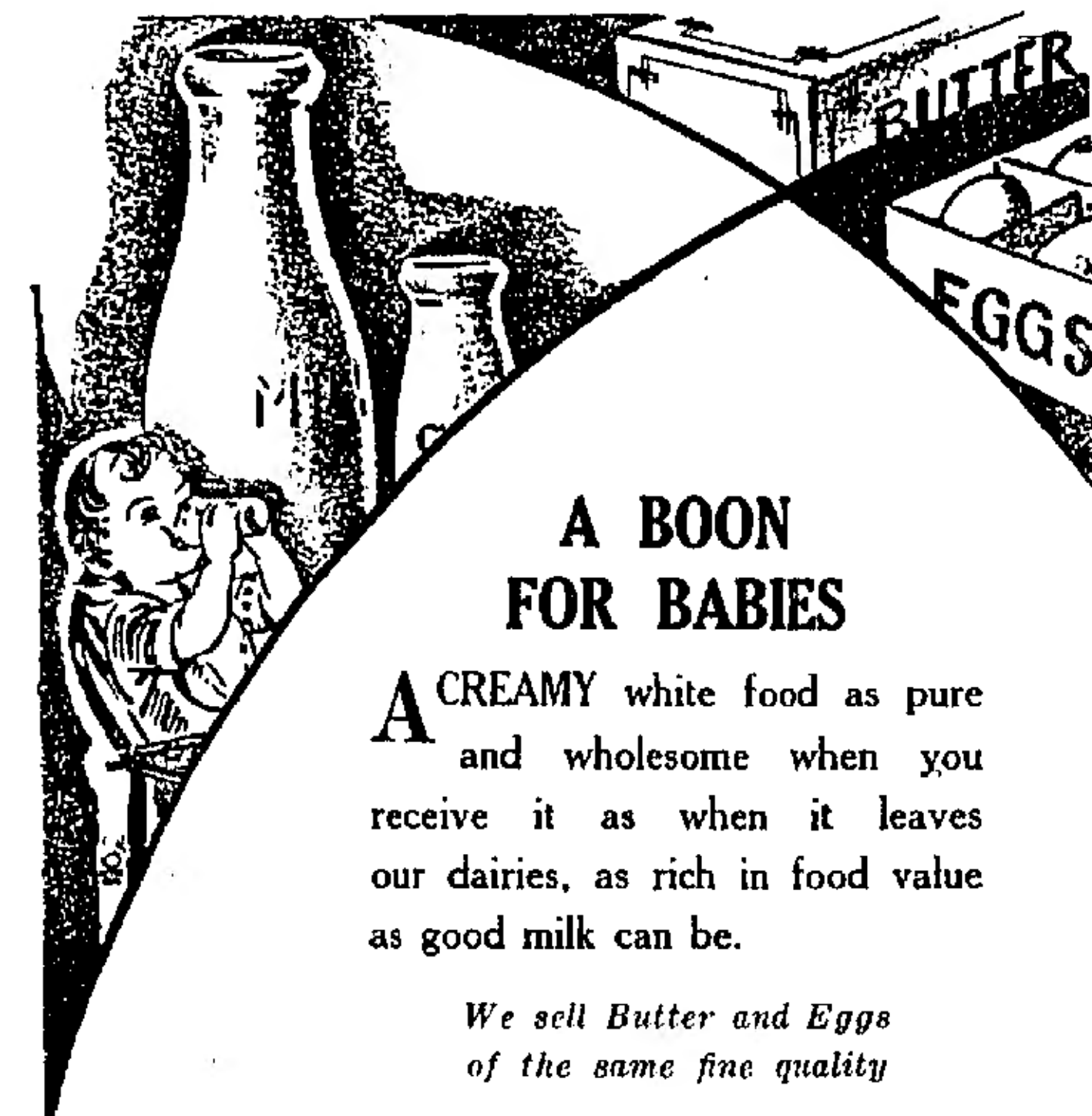
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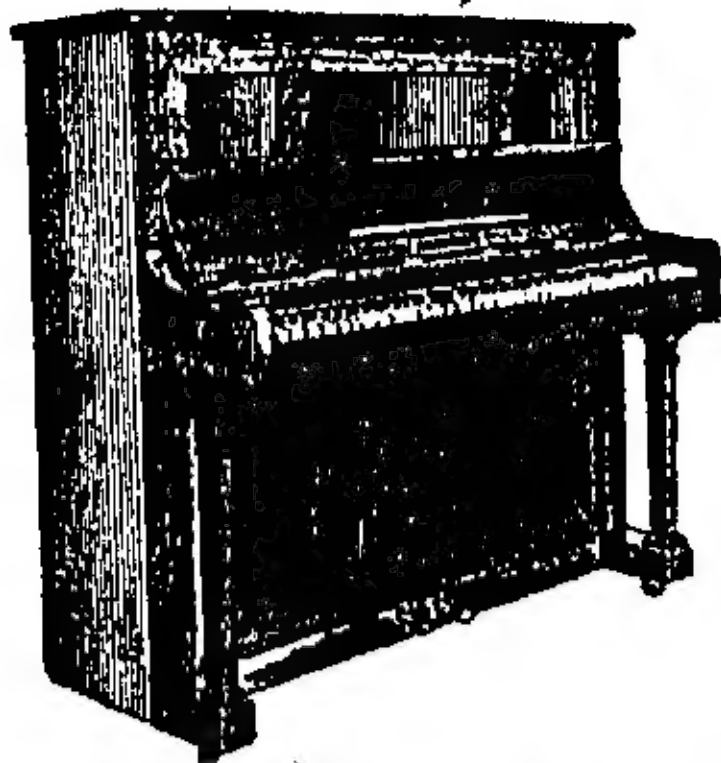
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HONG KONG, SUNDAY, JUNE 16, 1927.

"Things We'd Like To Know"

A correspondent in the last issue of the "Sunday Herald" commented on the local Press for "being very loth to pass any comment on what the Government does, except at times to call their attention to certain irregularities, and there the matter ends." The soft impeachment is denied so far as the "Sunday Herald" is concerned. Our files amply bear out our denial. When it is considered that the Government requires verbal castigation we do not spare words. When it is considered that some action deserves commendation the pen is at once dipped into the fountain of superlatives.

If our correspondent would only probe the matter further he would find that the experience of newspapers is generally just the reverse to what he now declaims. Topics galore could be cited in which the public leaves the newspapers to plough their lonely furrow. Week after week, month after month—aye, and year after year—are the old hardy topics brought out as necessity demands. If the subject warrants criticism of the authorities, that is forthcoming fully and freely—but to what purpose so far as the general community is concerned? To what purpose as far as the Government itself is concerned? The community, save for one or two rare exceptions never think it worth its while to write in and support the Press if it considers that the Press is in the right and that the Government is in the wrong. Is it any wonder that, sometimes "the matter ends there and is never revived?" Is not the Press supposed to be the mirror of public opinion? But how can that opinion be disclosed if a perpetual veil is thrown over the mirror, or, worse still, if the Press is privately invited to "go" for the Government on this point and "go" for the Government on that point—but whatever is done "do not disclose the source of your inspiration or information" as the case may be.

The Press has never claimed to be the sole repository of all the wisdom in the Colony in regard to "burning questions." At times, it is true, it may seem to lead more than it is led by the force of public opinion. And at times it may seem fit and proper that it should lead. But the Press ought to be guided by the majority if the cause it pleads be for the undoubted benefit of that majority. Instead, what is too often found? A mere handful out of thousands may furnish material for further criticism or for further constructive suggestions, but so far as the public support of the Press is concerned, "there the matter ends and is never revived." A local "sensation" of quite a different kind happens along and the cause of all the special pleading with the Government lapses into the limbo of forgetfulness. The Press, as likely as not, in spite of a whole series of other "sensations," may attempt to put on a bold front in connection with "prodding" the Government in regard to the original controversy, but it precious soon discovers that public interest is as dead as the Dodo. And it was on behalf of the public all the time that the Press was pleading and prodding!

This is certainly one of "the things we'd like to know" in this Colony: why able and shrewd members of the community become as "keen as mustard" on one particular topic, "ride it to death" in the correspondence columns of the Press, and then conveniently "forget" the subject and appear absolutely bored whenever an effort is made on the part of the Press itself to revive it. If there be a lack of sustained effort in relation to public topics concerning the welfare of us all, assuredly all the blame cannot be laid at the doors of the Press, but to the apathy and indifference on the part of the community who are at other times found protesting that they are far too inarticulate in this Colony administered by a "benevolent autocracy."

HONG KONG FAIRY STORIES

Ramsay MacDonald's first cable to the Governor will be: "Form a Municipal Council."

Boys going to school with dirty hands and dirty necks are now regarded as models of self-denial in the matter of saving water.

A census is shortly to be taken of all the mosquitoes on the Island and the mainland.

In spite of the water shortage, the streets—and particularly the

alley-ways—in the heart of the city are being kept beautifully clean.

The first man who makes rain is to have four statues—one in each corner of Statue Square.

To conserve water residents are asked to shed a few tears as possible at the "moving" pictures.

An effort was made yesterday at the Police Training School to capture the rainbow as a mascot for rain, but the rain has still to make its bow.

"General" Sutton

Evidently "General" Sutton, who is better known as "one-armed Sutton," is regarded by London journalists as quite a celebrity and an authority on China and Chinese affairs. Never does he go to London but he appears to be pounced on by some alert newspaper man who plies him with all sorts of questions regarding the East. On his present visit to our mighty metropolis, "General" Sutton is reported to have said that he has had several requests from Chinese Generals to "lend them a hand," and there appears to have been a particularly urgent request from the late Chang Tso-lin's successor in Manchuria. It will be recalled that "General" Sutton was for some time actively engaged by Chang Tso-lin and that for him he did a considerable amount of work in North China. But the "one-armed General" says that he is "through with wars," possibly having concluded that warlike

PLEASE NOTE.

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operations in China seem to be an unending job. Therefore, he is not returning to China to fight either for the North or the South. We think "General" Sutton, in keeping out of China's eternal warfare, is acting very sensibly.

Doom of the Trams

Already some people are asking if the trams are doomed in the Colony and if the bus service already inaugurated by the Tramways Company is but the nucleus of a more comprehensive service when trams will be obsolete. That, of course, is contrary to the inference to be gathered from their eagerness to run trams along Queen's-road in opposition to the Hong Kong Hotel buses.

B&T, we are continually reading elsewhere of condemnation of tramways and praise for motor bus services. Mr. F. H. Stewart, governing director of the Metropolitan Omnibus and Transport Company, Sydney, a company controlling about 90 "buses," was quoted only last month as saying: "In my opinion, the writing is on the wall as far as trams are concerned. Economy of operation means that 'bus services are going to keep extending and the trams, with their expensive costs, will have to go. The 'buses, nowadays, are being standardised and fitted with better facilities for the travelling public." Sydney trams, for years, been run at a loss; now they are making a small profit, but there has been practically no tramway extension in Sydney in the last decade. The growth of the metropolitan and suburban areas has been met by "buses, and there are now 560 "buses in Sydney. The experience of Sydney may find its counterpart in Hong Kong before long, particularly with the Tramway Company itself in the field as providers of a "bus service for the travelling public."

THE "HERALD" CALENDAR

June 16, 1923.—Two land slides occurred between Bowen-road and the Peak Hotel, Hong Kong.

June 17, 1911.—Death of Sir Homusjee Mody in Hong Kong.

June 19, 1921.—Scheme outlined for transferring Diocesan Boys' School to Kowloon.

June 20, 1925.—Hong Kong strike declared.

June 21, 1925.—Hong Kong Volunteers mobilised.

June 23, 1925.—Earthquake shock in Hong Kong.

IN HUMOROUS VEIN

Boggs' Bus—Buyers Bewildered

[By "Dipchick"]

An acquaintance of mine has just left the Colony. For some weeks prior to his departure he endeavored to dispose of his automobile, which was a four cylinder contraption that might have created an impression if viewed from a respectable distance.

Boggs (I will call him by that name) couldn't get the idea out of his head that his car was just the very bus for me. I suppose that it was just because I didn't happen to know very much about motor cars, their stubborn ways, and eccentricities, that led Boggs to believe that with a little encouragement, my fancies would run wild.

Friend or no friend, to Boggs, business was business, matters not whether it was bus or a bullock. Boggs seemed to have plenty of driving power, for almost every day for high three weeks, he drummed into my apparently thick head, all the advantages of possessing a motor car; but not a word about the disadvantages.

"There's no knowing where you will eventually land yourself, or what you will be able to accomplish by possessing your very own car," said Boggs to me one morning.

The Possibilities

"I believe you" I replied, "And besides, look at the possibilities!" exclaimed Boggs, fumbling among his pockets for a match.

I quite agreed with him about the possibilities too, because I had read much about motoring and etc., etc., etc., of late, and I had noticed that much in general, especially in this Colony, was on the increase. Then again, the Government, with a view to obtaining extra "dibs" (and I don't blame them altogether) have a lovely "record" in the making, with a snappy tune on both sides.

Mind you I don't dislike driving around in someone else's car, or sharing a taxi come to that; but when one's means are strictly limited, this business of appearing distinguished is not altogether the pleasure it is cracked up to be.

Motoring may be all right in England, but in a small Colony like ours, there is by far too much put and take in this form of luxury.

As a car owner and driver it is quite a simple matter to luff oneself in for a "big dinner," especially when one gets into the habit of frequently lubricating himself instead of the engine. Motor car dealers will not agree with me on that latter point—but then I am not asking them to.

Although Boggs' car wasn't by any means a "baby veteran" from a painful point of view, his argument was that, she was an economical pleasure, for the cost of feeding and garaging the hussy was next to nothing—so he said.

A Peculiar Scent

It was an automobile that gave off a peculiar scent to the motoring world, and was once exquisitely upholstered, and also possessed an ostentatiously fine "skin." Knowing what wonderful transformations can be achieved by the aid of a few whiffles and gadgets, and a pot of "Blind Bright," it was curious to me why Boggs didn't get someone in the Trade interested in his bus, because to my idea the time had come for Boggs' car to cease pretending to be an automobile, for when he bought it I understand (from inside information) that it was in its eighth career, and of course cars are not unlike cats, instead of having nine lives, they usually have nine careers.

Boggs' bus wasn't a very high powered car, but it possessed various devices (fitted by himself) for doing all sorts of tricks when it was desired to "show off" and carry out some stunning stunts. You know the ba!m!

Mechanical Wizard

It is all very well to talk about motor car engines being now turned out for next to nothing, and that they will soon be thrown in with the chassis, but it is a gift to be able to play the part of a mechanical wizard and do all kinds of sleight of hand tricks with a spanner, like Boggs did every Sunday morning, for an engine is an engine, if it is an engine. What Boggs' car had, was a disease.

"Nothing doing!" I said to Boggs as he ran into me one morning. "I have decided not to purchase a car just yet, chiefly because I can't afford such a luxury for some months."

"This statement coming from a promising bud like me seemed to capitalize Boggs' calculations (not that I had given him the slightest squeak of any intention whatsoever on my part, to purchase).

"Dam it all man," blurted Boggs, "you don't seem to realise that you are missing a golden opportunity of doing yourself a good turn!"

"And you?" I chipped in.

"Me; I shall be losing money!" he replied.

Expensive Company

"And I won't! Besides, I want to be happy without taking on trouble, stopping on gas, and carting expensive company around!" said I.

"Happy," shouted Boggs, "Why you don't know what happiness is, man, without a car of your own; besides I am practically giving it to you!"

"So it seems; but the pleasure isn't ALL mine for 900 bucks—is it?" I enquired.

"Do you imagine that I am trying to sting you, by asking for 900 Dollars?" questioned Boggs, squinting at me with one eye partially closed.

"Sure no; but what's the good of being a Pal if you can't?" I replied, lighting a cigarette.

"Now look here," rattled Boggs, that there four cylinder "Haunch-back" of mine is worth every cent of twelve hundred dollars—and you know it. Supposing you knocked a twelve-months pleasure out of her, you could easily sell her for a thousand dollars, and no questions asked!"

"I should be very sorry to see you lose 300 Dollars," said I, blowing out a cloud of smoke, "but I really cannot afford to buy your bus, much as I should like to (and I didn't blush as I said it) but I might be able to introduce you to someone, later, who would perhaps be glad to snap up such a wonderful bargain!" I said.

A Splendid Chance

"You'll be silly to let this splendid chance slip by—but of course, if you can switch me on to a purchaser, I'll see that you are suitably remunerated!" replied Boggs.

"Now you are speaking MY language," said I, hopefully, "I will be after ringing you up within a day or so—and for the Love of Mike see that everything is quite all right with the 'Old Lady'."

Many friendships have been snapped, and much bad blood created over the changing ownership of "many-hand" cars.

Podds (another friend whom I will call by that name) was an old Pal of mine. I didn't want to lose his friendship, for good friends are hard to find in Hong Kong. I knew he was after a cheap car that would answer his purpose.

What should I do, introduce Podds, and take a chance? Boggs was leaving the Colony shortly; I hated taking "cans" back.

"Salesmanship"

To cut the story, Boggs, Podds, and I met in the St. Francis Hotel, and negotiations were opened upon the strength of three whiskies dry.

Boggs thought he knew Podds; Podds thought he had met Boggs somewhere. Podds had plenty of "dough." Boggs' ability as a salesman was amazing. After our fourth the splendid qualities of his "super-car" (note the promotion) oozed forth in the approved petti style. (Boggs was a pleasant poet in his odd moments, and was at one time the Editor of a church magazine).

She's a beautiful moving picture, And as obedient as a child. She's been mine for two whole years, And she's never made me wild.

Up the steepest hills she can fly, Pard, you have a job to stopper; To call her "The Cat's Whiskers," well, The name would suit her proper.

And all that sort of bunk.

Course I had my own ideas about the car, but I kept them to myself, naturally, although the first verse went something like this:—

Once she did untemper to the gallion: Her last owner called her "Maud." She used to be a work of art, But NOW, she's just a fraud.

"Bolster the Bus?"

However my business was to bolster the bus. Podds was obviously pleased, with all what Boggs said, and recited about the car, and I could scent that he was fishing to give her the once over, and try her out.

At a late hour we left the Hotel Lounge, and after making arrangements for Podds to "view the body," we repaired to our respective snacks.

Next day, Boggs had everything nicely mapped out, and made no mistakes.

The Old Bus seemed to understand what was about to happen, and in consequence "pulled" herself together, and put on her best behaviour.

When a fellow sells a friend a car, he would be failing in his duty as a friend if he committed to enlighten him about its faults. But Boggs' bus had no faults to whisper about—not just then.

(Continued on Page 13.)

HONG KONG \$ DIRECTORY

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Hongkong Sunday Herald.

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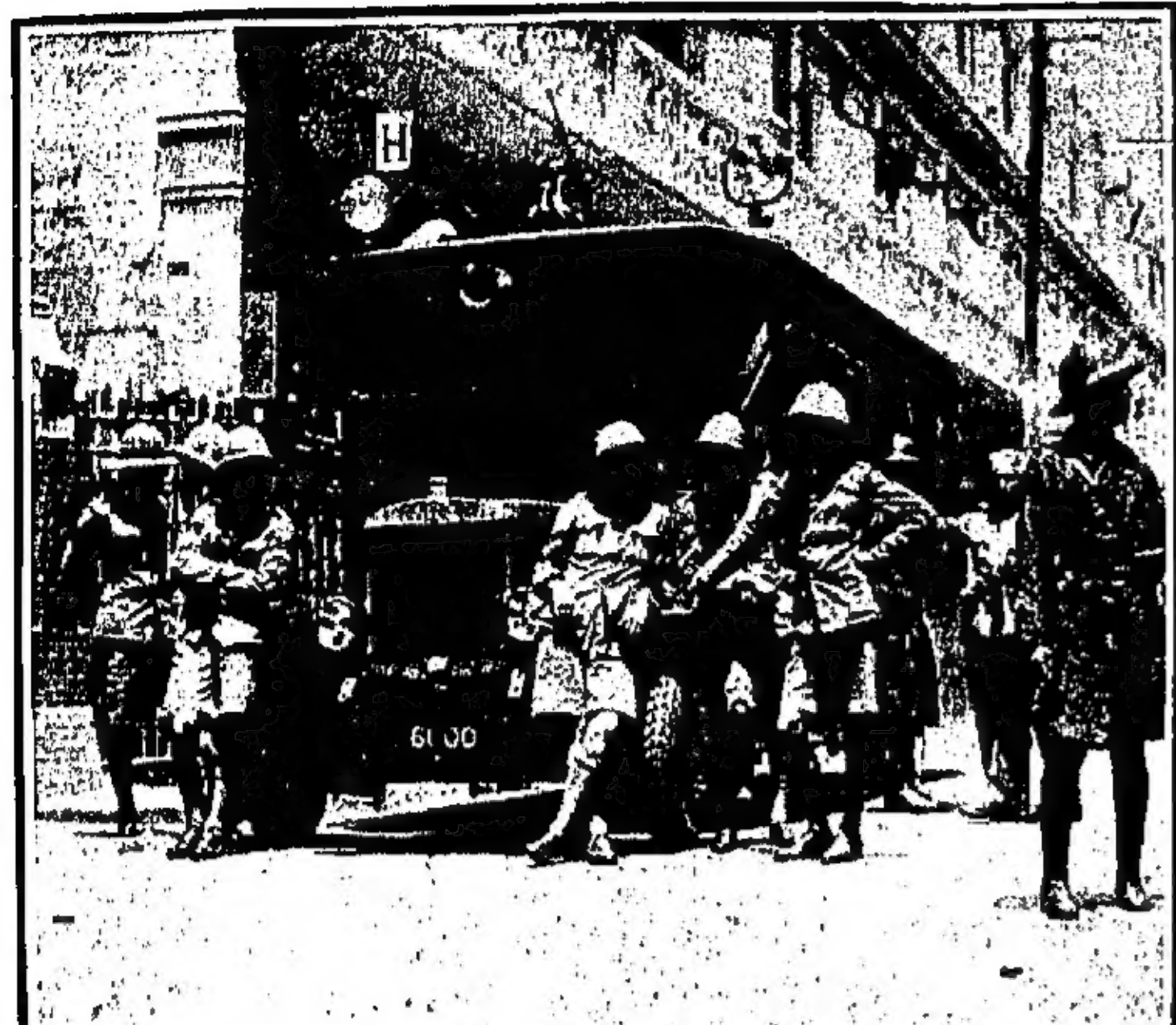
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HONG KONG, SUNDAY, JUNE 16, 1929.



SHANGHAI KIDNAP PREVENTION.—The "Red Marn" of the Reserve
Unit of the Shanghai Municipal Police (International Settlement), with a
capacity of 50 men, standing by outside Louza Station in Nanking road on
May 30, the anniversary of the critical day in 1925 when the Police station
was rushed by a mob with consequences so far-reaching that foreigners all
over China were affected. On extreme right of photo is a typical Chinese
policeman (under foreign supervision) of the Settlement. Practically no
trouble occurred by the Settlement this year.



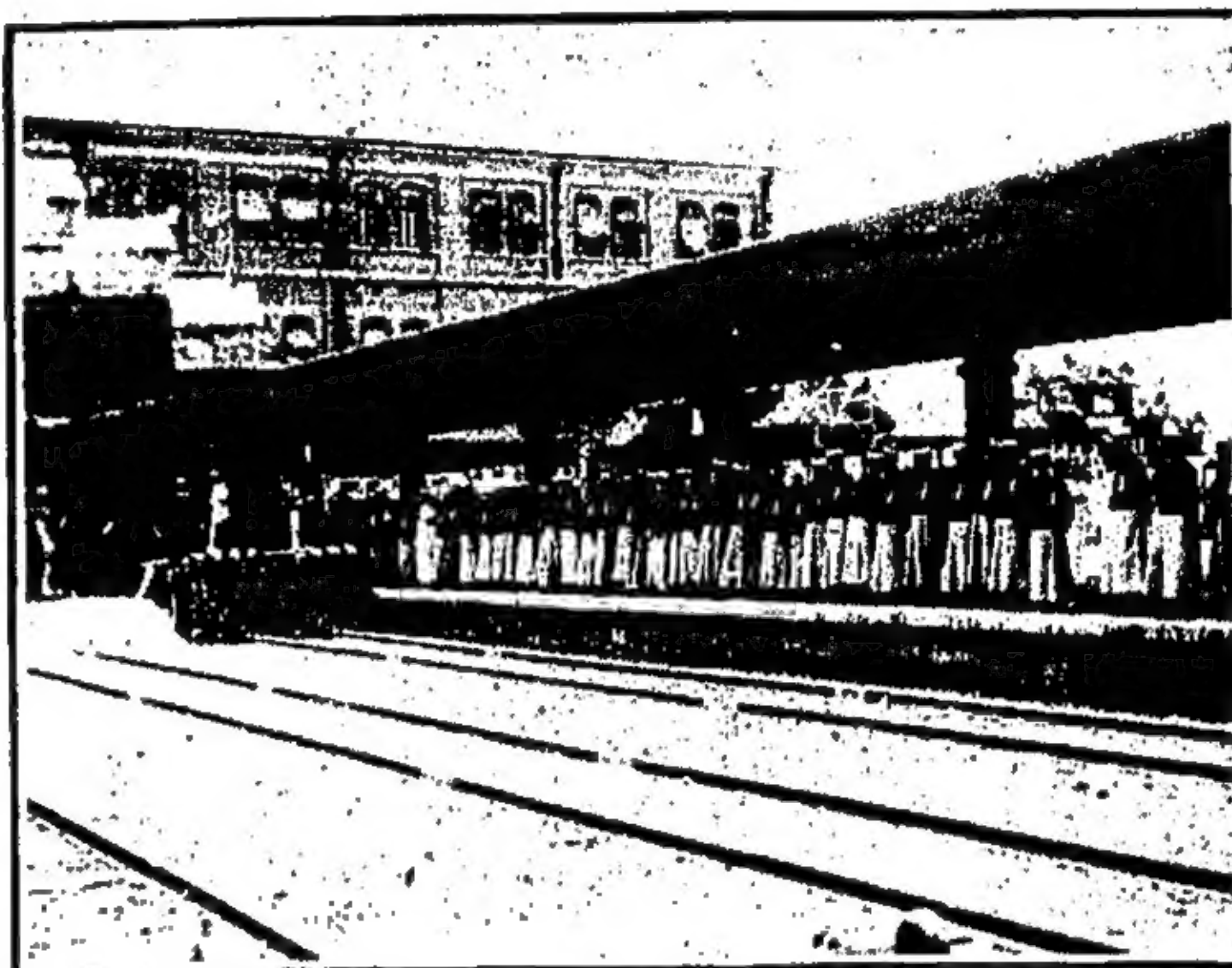
"DOWN WITH SLUGGANS."—Appearing in left of photo, at the
"May 30 anniversary" observances in the Chinese part of
Shanghai.



MRS. SUN YAT-SEN.—Widow
(but not the first wife) of the
late Dr. Sun Yat-sen, "Father of
the Chinese Revolution," and
called the founder of the
Nationalist Party. She returned
from Europe to be one of the
principal mourners at her
husband's State funeral but re-
fuses to discuss politics.



SURPRISED THE CHAMPIONS.—Members of the Kowloon
Cricket Club lawn bowls team last Saturday which travelled to
Happy Valley and caused a surprise by defeating there the
holders of the division I championship (Craigengower Cricket
Club) by 60 shots to 53 in the league. Left to right (stand-
ing) A. C. Burford, J. A. Howe, A. Hyde Lay, T. E. Smith,
Captain Dunbar, J. Gibson, H. Gittins, L. E. Lammert, (sitting)
A. E. Silkstone, J. Fraser, B. Petheram.—(K. Fujiyama).



WAITING FOR THE TRAIN.—Scene at Nanking on June 1,
when the State funeral of Dr. Sun Yat-sen was held with due
ceremony.



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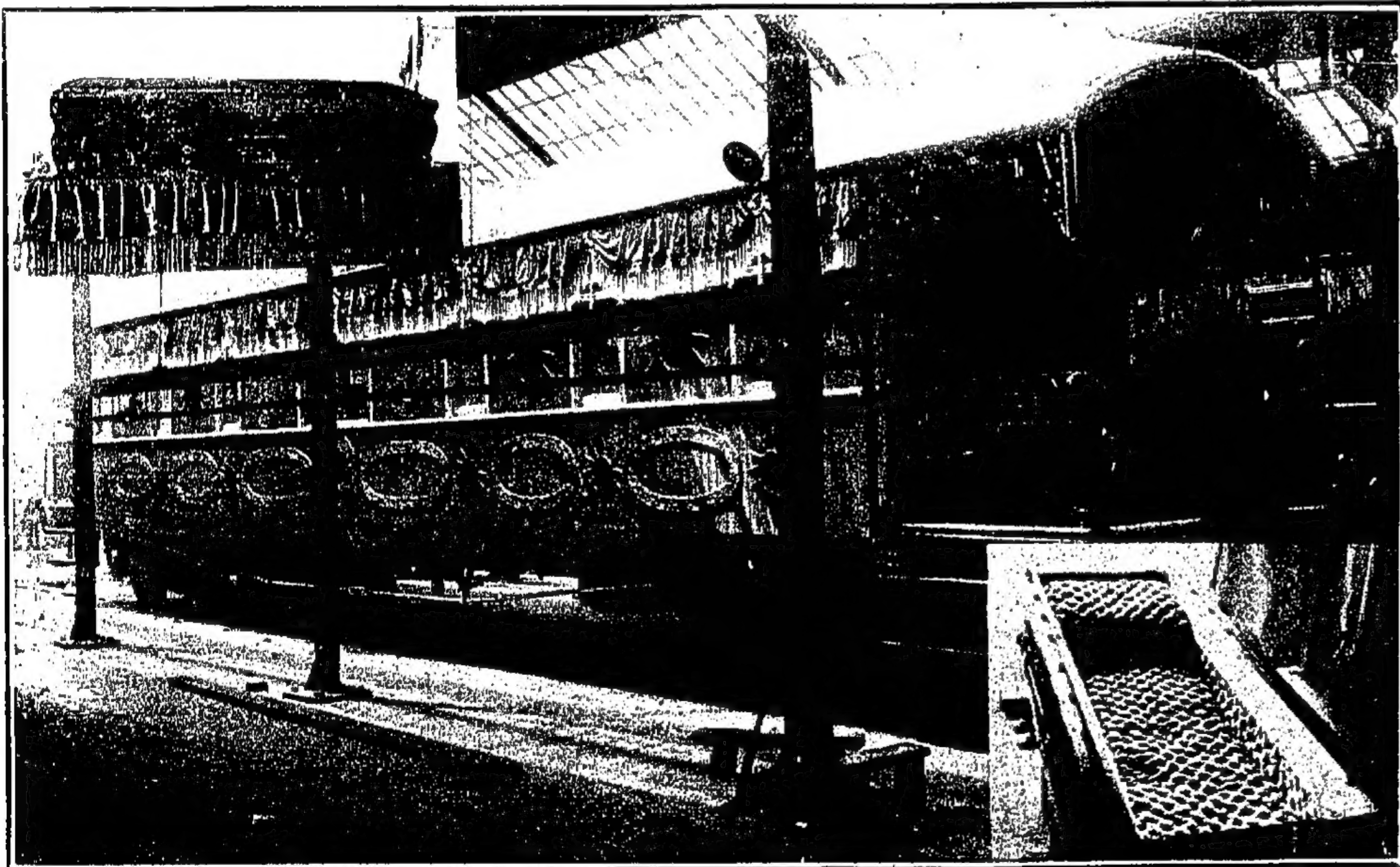
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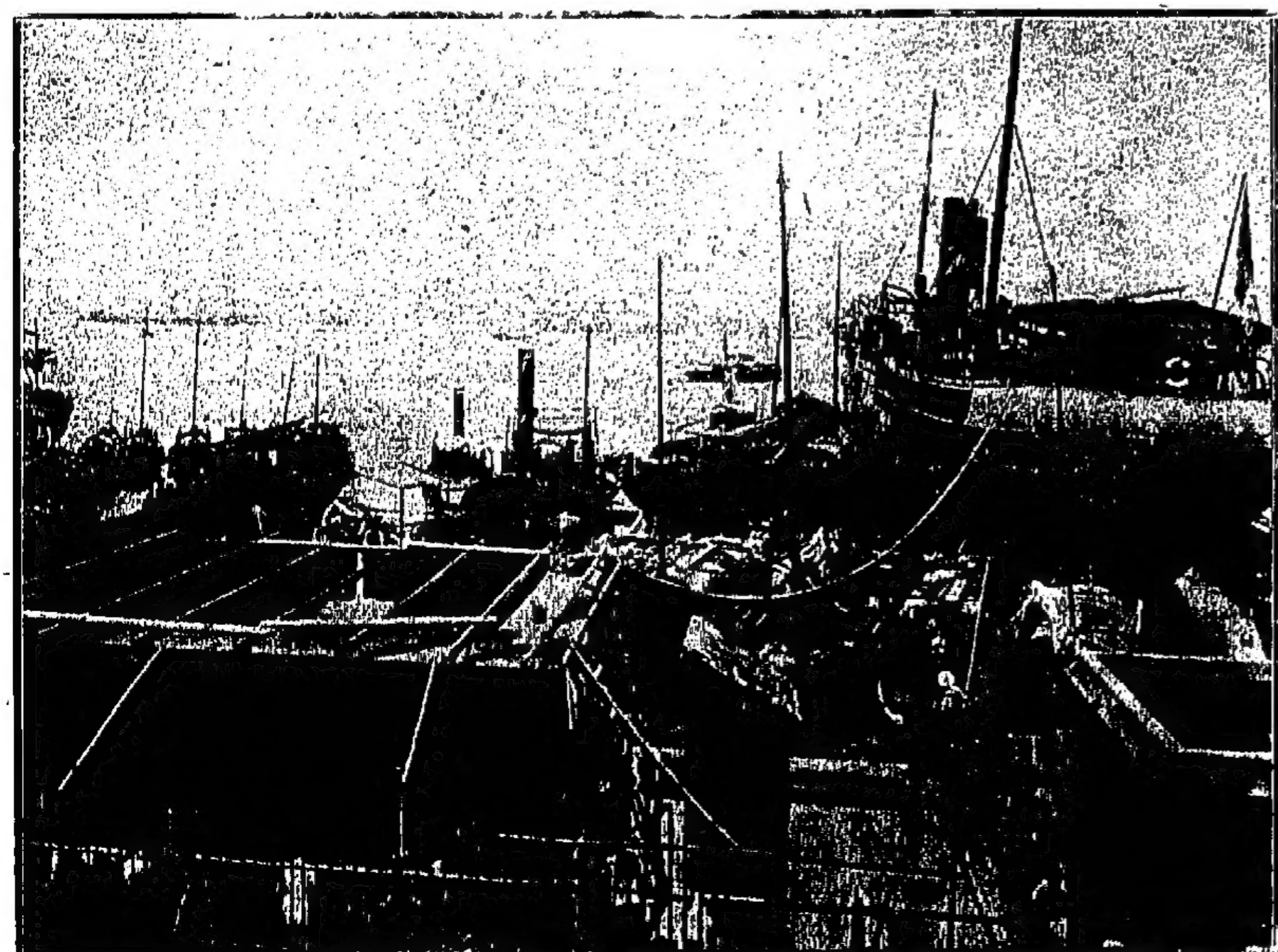
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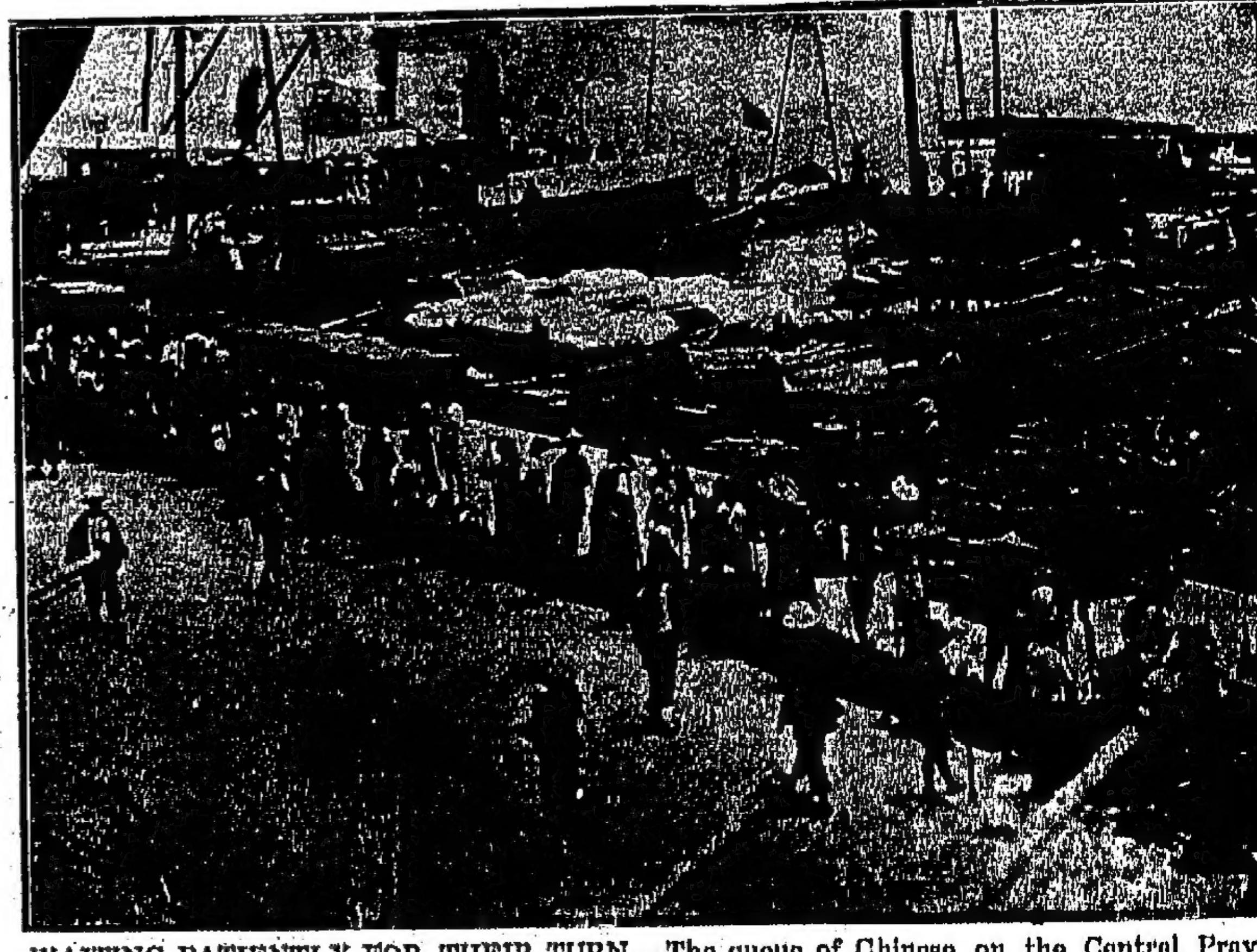
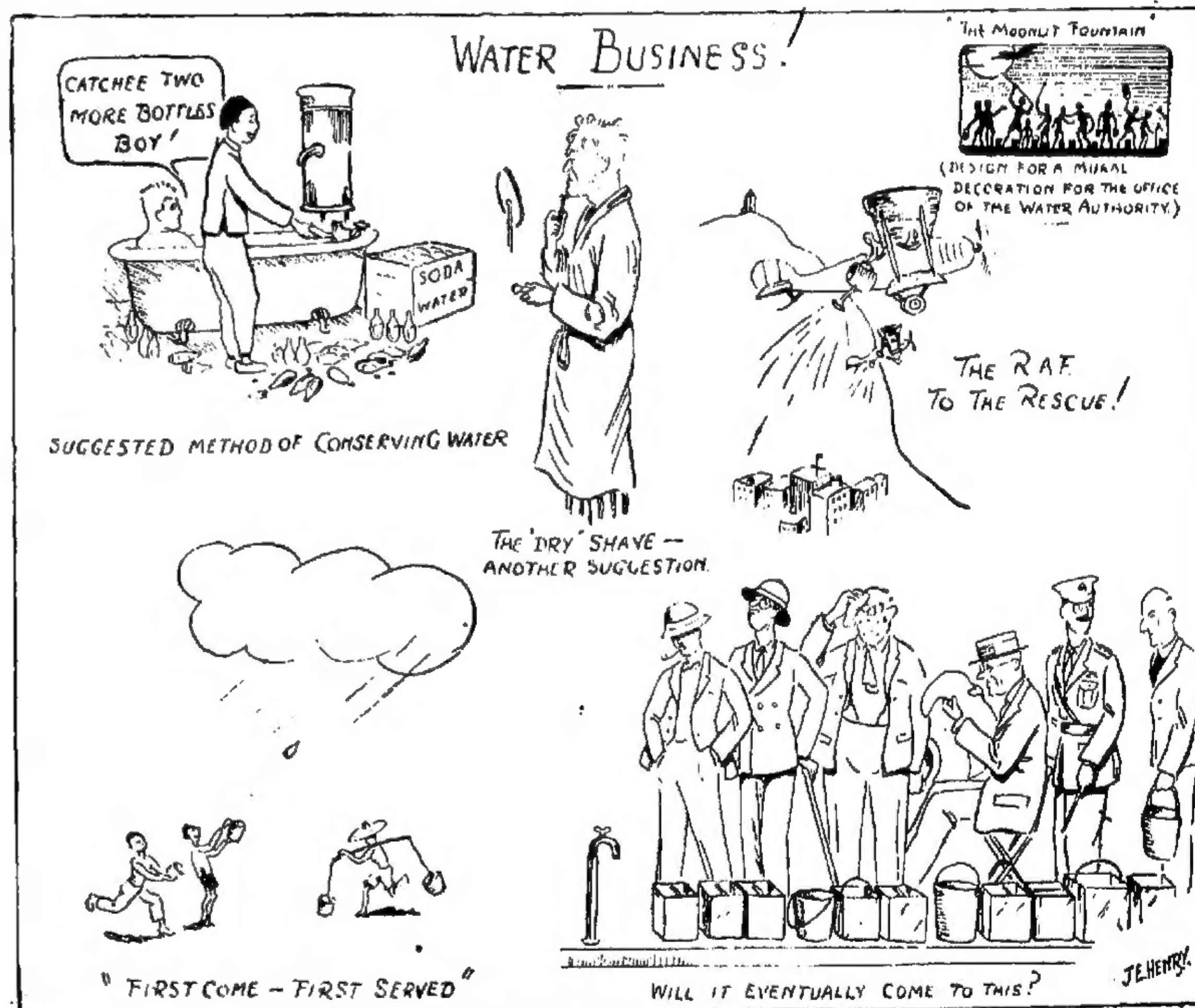
DR. SUN YAT-SEN GOES TO LAST RESTING PLACE.—The Government train on the Tientsin-Pukow Railway which conveyed
Dr. Sun's remains to his last resting place at Nanking. Inset are views of the hearse (upper left) exterior, and (lower right)
interior.—("China Press").



OUTSIDE HELP REACHES HONG KONG.—Scene on the Central Praya this week. The
s.s. "Halyang" is alongside Douglas wharf, discharging fresh water brought from a coast
port for the first time to relieve the acute shortage here. The water is let into the steel tank
in front of which a fence has been erected to regulate the queue drawing supplies.



NANCY DREXEL.—In "Prep
and Pop," at the Queen's to-day
and to-morrow.



WAITING PATIENTLY FOR THEIR TURN.—The queue of Chinese on the Central Praya,
awaiting their turn to move up to the steel tank, one of many, erected by the Government
outside Douglas wharf, into which fresh water had been pumped from the s.s. "Halyang,"
which had brought supplies to Hong Kong from nearby ports on the Coast to relieve the
shortage.

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The Woman's Page



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Saving Tailor Bills



The slightly careless lines of the type of tailors used with great success in a costume of green tulle. To correct things have been done to the grey satin blouse with a bit of steel and a band of dark green crepe.

TOPICS OF THE HOUR

TEMPER AND INDIGESTION:
IS NAGGING CURABLE?

"Strictly speaking, there are no imaginary ailments." Those remarkable words caught my eye the other day, and I read the rest of the article. It was the report of an address by Dr. Bernard Hollander, setting forth that to be healthy you must be wise. That is a good wholesome general rule, though there are exceptions. You must have met some silly people whose health is painfully robust. But the doctrine that there are no imaginary ailments bothers me. There is a classic play about "La Malade Imaginaire." The man of woman who fancies or pretends she is ill is one of the stock characters of fiction. Haven't you met them in real life? I remember a good man who had excellent health except when any member of his family was ill. Then he developed similar aches and pains. Could I make oath that when I tell my household I am not very well today there is anything more the matter with me than a desire to be let alone? It is, I am told, common

for people not in the profession who get hold of medical books to discover that they have all the diseases therein described. Surely such cases as these show wholly imaginary ailments.

If I understand Dr. Hollander, his answer is that these sufferers really have something the matter with them. It may not be what they say it is or think it is, but anybody who imagines she is ill is mentally ill. This sounds more the talk of a philosopher than a doctor. "Is it weakness of intellect, tardiness?" I cried. "Or a very tough worm in your little inside?" But I do not recommend you to quote this to imaginary invalids. I dare say the doctor is right. When anybody pretends to "nervous," though in the sad, I can phrase of the Rev. Charles Kingsley, she "has nerves only in the sense which a string of beads has," there is something wrong with her. But I still think it convenient to tell her of my imaginary ailments. It does not do her any harm.

That does not conflict with Dr. Hollander's doctrine that "mental ailments are as real as physical ailments and require treatment." It only indicates that the right treatment is not a sympathetic care appropriate to a physical ailment. The doctor remarks that "the man of a bad temper gives himself a dose of poison just as if he had swallowed it." And no doubt he is right. We often, when we are feeling unamiable, excuse somebody's horrid temper as the consequence of indigestion. There is the famous case of Carlyle. He was "very ill to live with," they say, because his digestion was all wrong, and if the scraps of information in the books about the diet of the Carlyle household are reliable, I don't wonder. But perhaps we ought to apply Dr. Hollander's doctrine and say that his temper upset his digestion, not his digestion his temper.

It is a common experience that digestion goes wrong when the mind is worried. "The general nutrition of the body," says Dr. Hollander, "is influenced by our emotions." The converse is also true. Our emotions can be much soothed by a good dinner. I suppose the doctors, even in this austere age, still prescribe what they used to call "a generous diet" for some cases of mental distress. Dr. Hollander assures us that "one is just as likely to have dyspepsia from a nagging wife or husband as from a gastric ulcer." What exactly is nagging? It is natural to answer that the plague cannot be defined because of its infinite variety, but you know it when you meet it. I am not sure that I do. I suppose deliberate intention is not necessary to the offence. We sometimes say that So-and-so doesn't know how irritating she is, though she is always nagging. That implies a considerable stupidity. Do you re-

June Weddings



Believe it or not, the Hungarian lady on the left is shown here in her bridal costume; the one in the centre is Doris Hill in correct Western bridal attire; on the right is a Croatian bride in a snappy Croatian bridal dress.

A bride is not really a bride unless she's wearing the traditional white gown, with orange blossoms, veil and what not. This to us is a lovely hymeneal symbol, but in other lands the conception of the ideal bridal costume is vastly different.

It is hard for us to believe that every bride should not crave to be attired according to the latest edict from Paris. There is, of course, one good reason for this.

Somewhere people exist who never

even heard of Paris. Among this group there must be a certain number of brides, girls who have never been out of their native environment, and have never desired to be.

Perhaps they are better off. Weddings in these tiny villages, which aren't even large enough to appear on the map, are often very gay affairs, lasting several days. This provides conversation for months and months. To one with a taste for the bizarre, the costumes worn at these peasant weddings are ever so much more pic-

turesque than the sophisticated and correct bridal attire worn by civilized nations. As a rule they are a mass of vivid colour and most pleasing to the eye, if you like that sort of thing. As a matter of fact, the peasant bride would consider herself cheated if all her parents could scare up for her in the way of a bridal dress was a plain white, colourless gown. She would look pale and wan, and might even inspire guests to whisper that "the bride doesn't look as happy as she should under the circumstances."

to give pain. You may divide these into many different degrees of malice. Some people are by nature critical, and enjoy the exercise of the faculty. Whatever is put before them, a room, a dinner, a guest, a child, a wife, they estimate coolly and candidly. It is to them merely reasonable—and some of them at any rate—have no desire to hurt. But they can be infuriating, and doubtless it is not kind to be always judicial. The assumption of the right is perhaps evidence of a certain lack of intelligence. Nobody knows enough to judge everybody and everything. As for the nagging which is meant to hurt—"I merely talk to give you

Simplicity the Watchword



Youthfulness is the predominating feature of these two frocks. On the left is a dinner frock that is simplicity itself. The shoulder collar is embroidered with crystal beads and edged with eggshell tulle. The circular skirt that falls below the ankles terminates in a wide band of tulle in the same shade. A pleasant motif is introduced in the navy crepe frill on the right in the voluminous sleeves. The gay bold patterns combined in this print are red, green, blue and yellow, offering very interesting possibilities.

Practical Wrinkle



pain," to misquote Mr. Belloc—that does not need discussion. Most of us have heard it, most of us have wanted the creature's blood. But I don't know any other cure for it. It is not a matter for mental discipline. The love of cruelty has not its roots in the mind. And having come from digestion to the soul we had better stop.—Daily Telegraph.

ROSEATE WALLS

The insistence of attaining new colour-schemes in interior decoration is equally pronounced.

Pink and yellow may be the favourite spring and summer shades for walls or frocks, but I have grown weary of yellow walls, and may do of yellow frocks! I am perfectly certain that anyone who really attains that soft misty warm "pink" done will never want yellow again—in bedrooms at least! Yellow is so obvious and seldom comforting in the early morning light.

Do you have trouble keeping your pyjama coat from slipping off your shoulders? If you have, there's a remedy in the model shown at right. Notice how that extra piece on the front extends up to the opposite side and buttons near the shoulder. That's what does the trick. And when you combine such practicality with the beautiful purple and lavender shades of this stunning ensemble, what is left to be desired?



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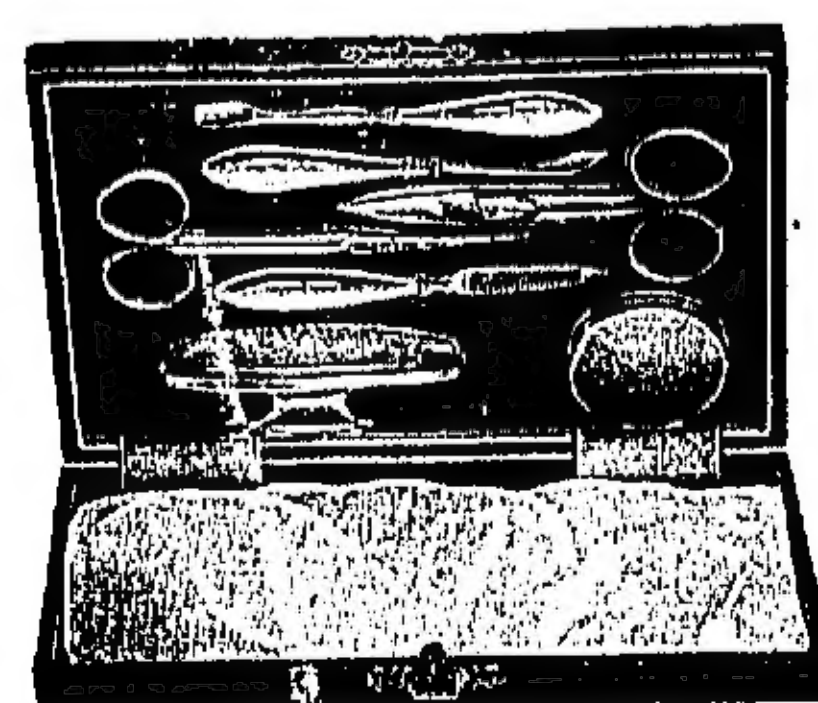
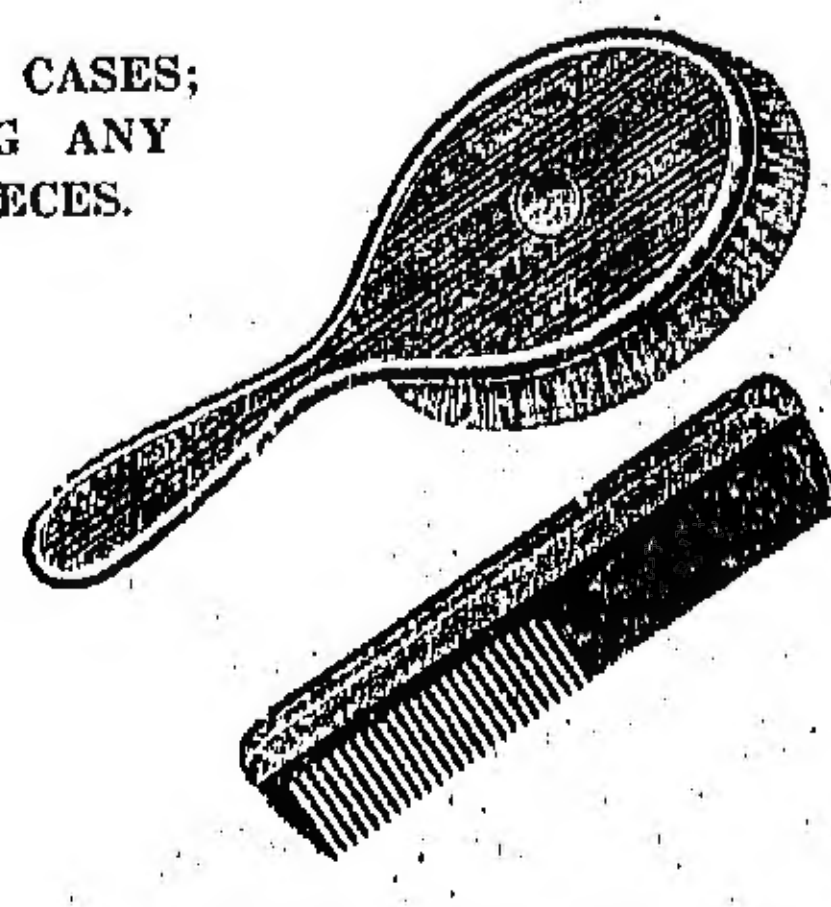
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ROUND THE GLOBE IN PICTURES.



The champion rope climber of the world in action. James Burton, who set a record of climbing 25 feet in 6 seconds flat. Note the splendor and development of the arms which pull him up the rope.



Vice President Charles Curtis on the floor of the U.S. Senate and with his official gavel.



Queen Marie of Roumania and King Alfonso of Spain photographed at the North Station, where the Spanish ruler came to meet his guest. Her arrival in Spain prompted rumours of a possible betrothal of her daughter, Princess Ileana, to the King's eldest son, Prince Alfonso.



The first prize. The Duke of Gloucester with his first lion. The lion, which he bagged near Mount Kilimanjaro, Tanganyika. The meat of this beast which is white and tastes like veal, was prepared and enjoyed by the Duke himself.



Polish Premier Mr. Casimir Pilsudski, now Prime Minister of Poland.



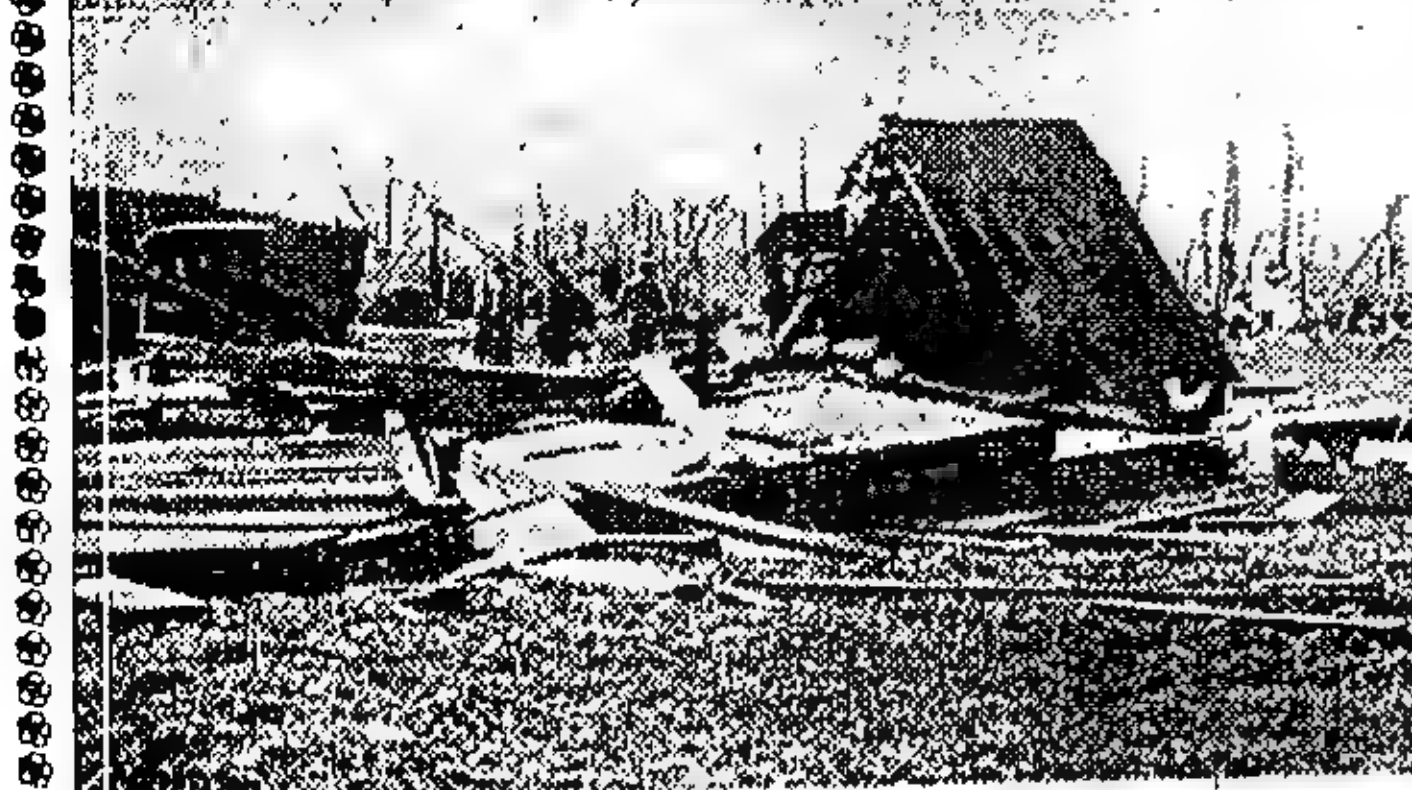
Francis Jenkins, inventor of the first home television set, with some friends looking into the receiving set as pictures are being broadcast. Mr. Jenkins is now at work perfecting television-movies for the home. The home television set shown above is remarkable for its simplicity, in that it is attached to an ordinary radio receiving set.



King Gustaf of Sweden on the bridge of the new destroyer "Ehrensköld," inspecting the latest type of navigation instrument. King Gustaf has made a thorough study of naval tactics and affairs.



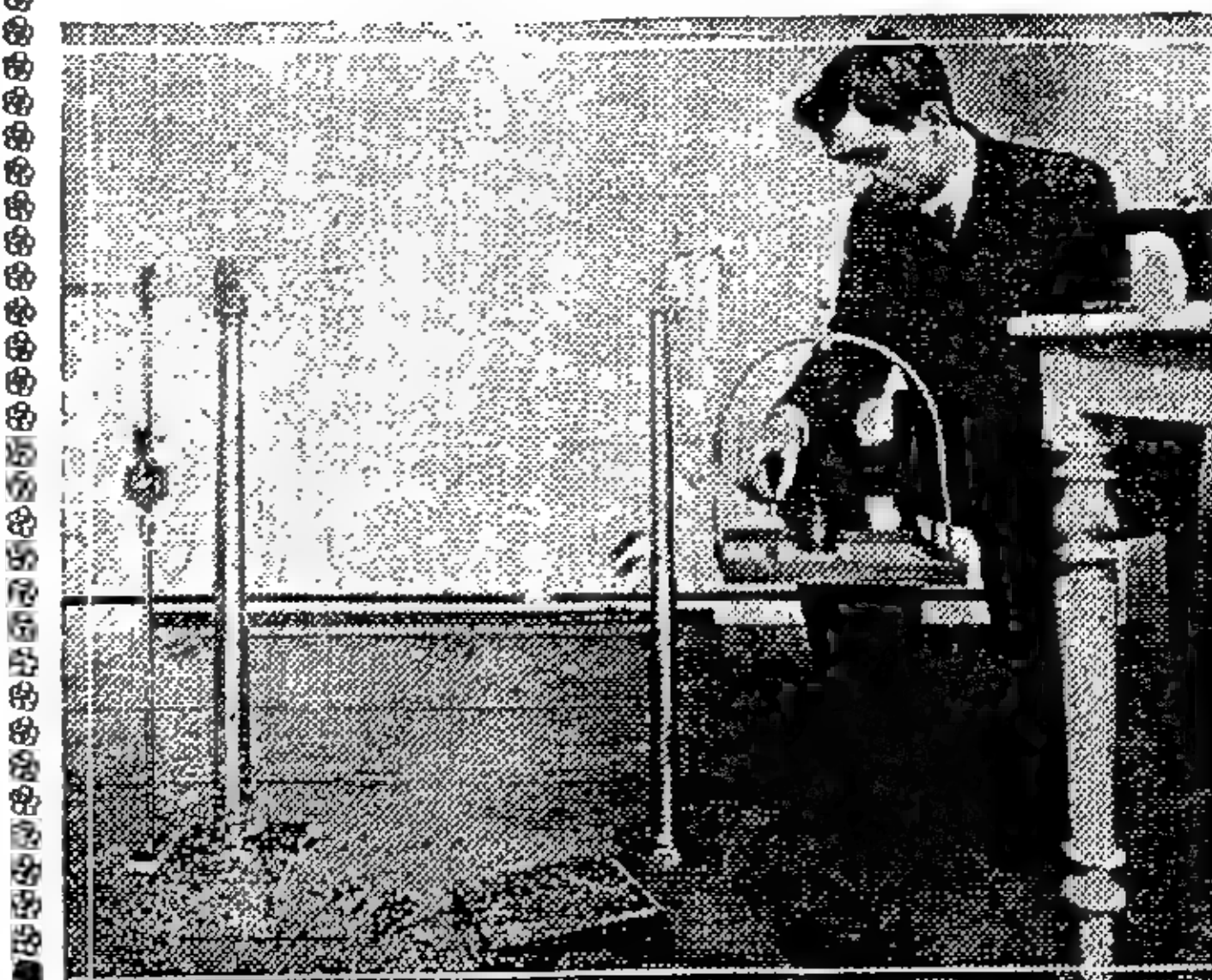
A Mer "Dash"—Captain Ross G. Hoyt, army air pilot, will attempt a round-trip flight from New York to San Francisco and return, in the short space of 48 hours.



The ruins of a farm which was completely destroyed by a giant tornado, which cut a swath nearly one-quarter of a mile wide. Top photo shows the remains of a farm building. In the lower picture is shown a truck which was towed around like a piece of straw and finally landed several hundred yards away. All the live stock on this farm were killed.



Freed of Liquor Charge.—Rep. M. A. Michelson, of Illinois, who was charged with bringing liquor into the States when he returned from a vacation in Cuba, has been found not guilty of the charge of violation of the National prohibition laws.



Young Gustave Eiffel in his work room experimenting with aerodynamic balance to find the exact pressure of the tower against the four cushions which support the four huge piers. Interest in the Eiffel Tower has been revived because of France's plans to honour the great designer and builder of the forerunner of the skyscraper. Since its completion in 1889, 13,153,921 persons have gone to the top of the tower. Eiffel died on December 27, 1923, at the age of 91.



Model of the trans-Atlantic plane "Brenon," which has been erected atop the famous Brandenburg Arch in Berlin to commemorate the flight across the Atlantic. The monument was unveiled on April 1 with appropriate ceremonies.



Beauty is marred when gums break down

Daily care may safeguard beauty and youth from such dread diseases as Pyorrhea, Gingivitis and Trench Mouth—diseases that attack undernourished, under-exercised gums—diseases that only expert dental treatment can thwart when once contracted.

So avail yourself of the skill of modern dentistry. Brush teeth and gums, every morning and night, with the dentifrice designed to help keep gums firm and sound, so protecting them from disease. This dentifrice is Forhan's for the Gums.

Nobody's immune from the attack of dread gum diseases... you may be next! As a preventive measure, see your dentist at least twice a year and start using Forhan's daily. When you use Forhan's, notice how much better gums look and feel and the way it cleans teeth and helps to protect them from decay will delight you. Get a tube from your druggist—today.

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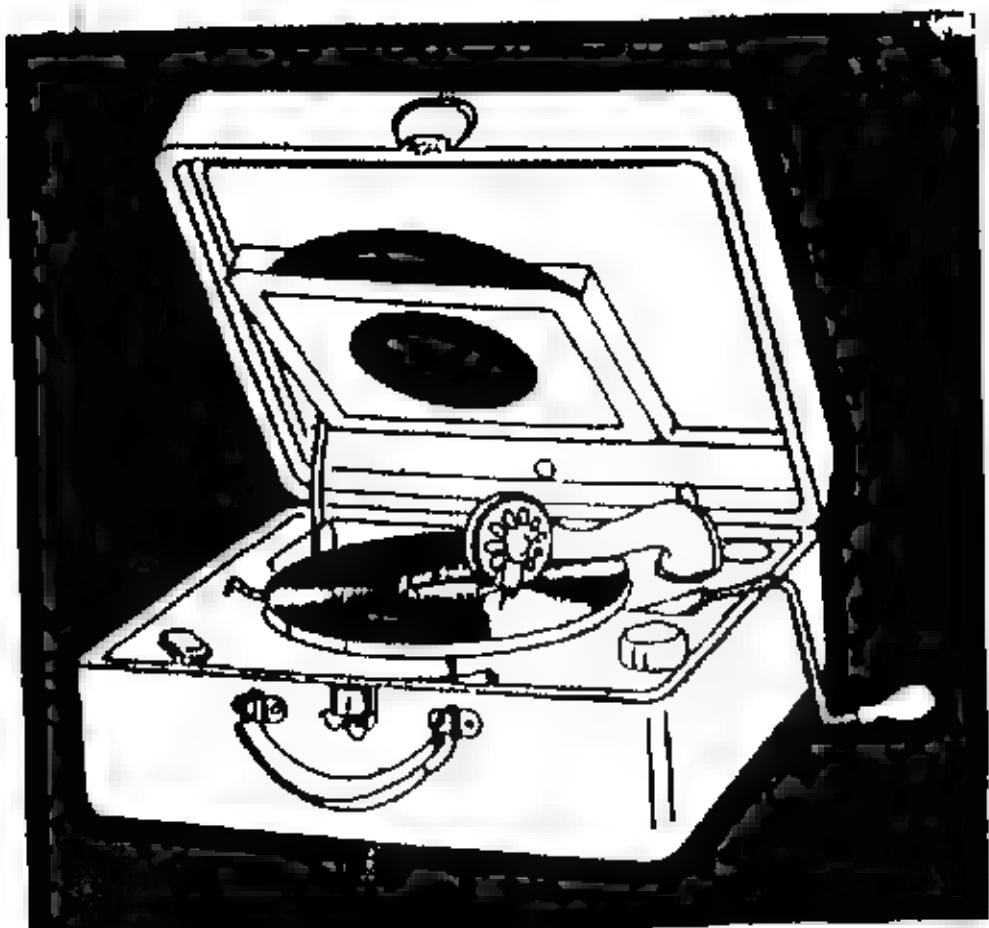
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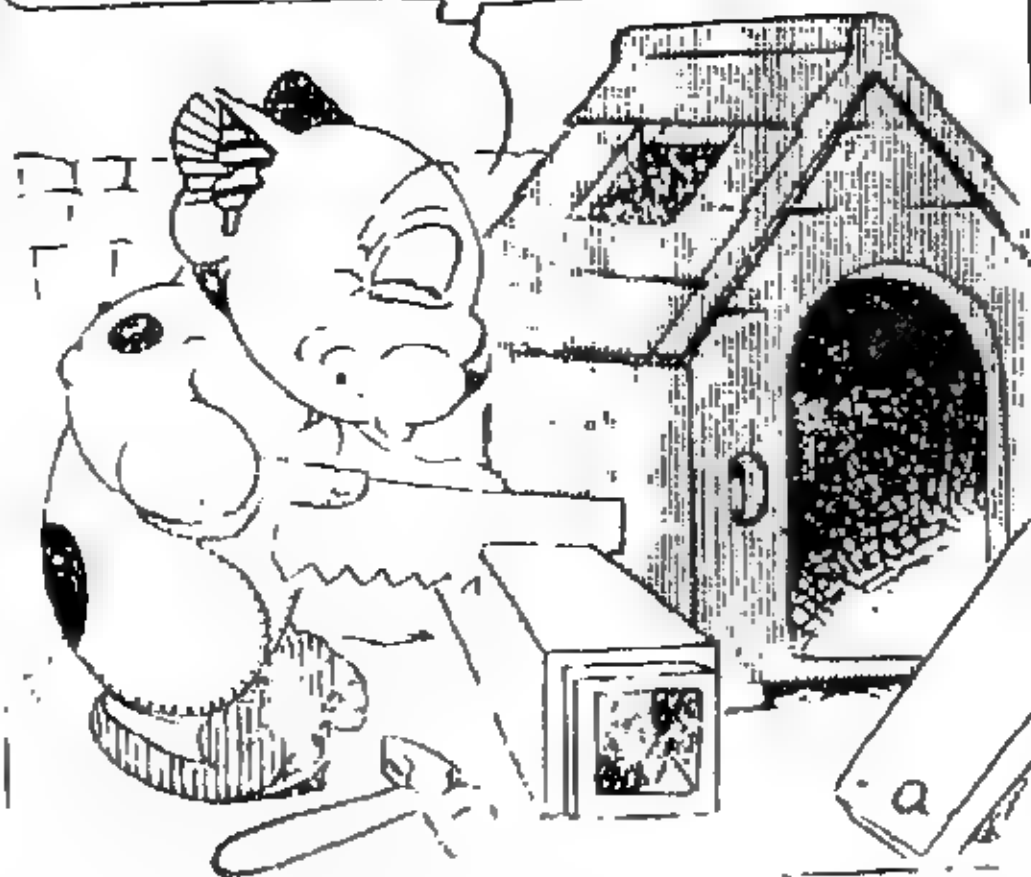
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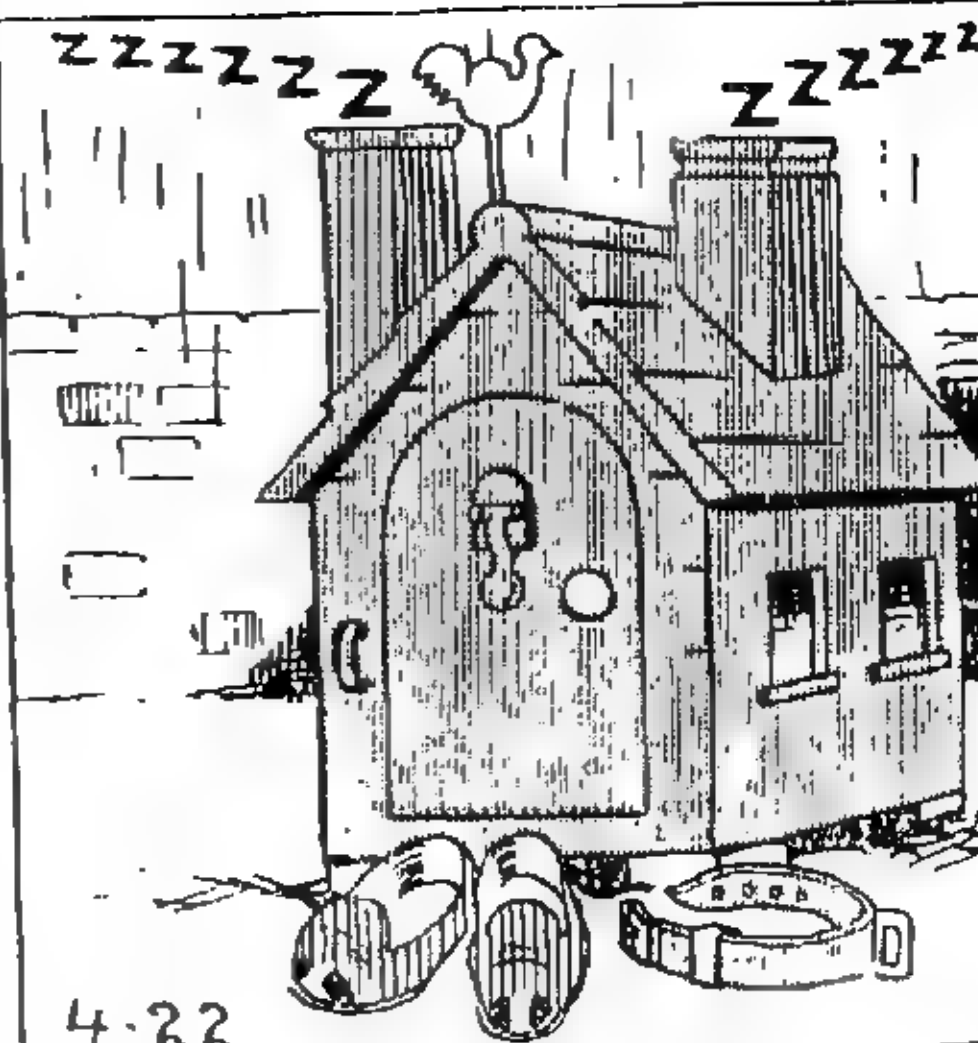
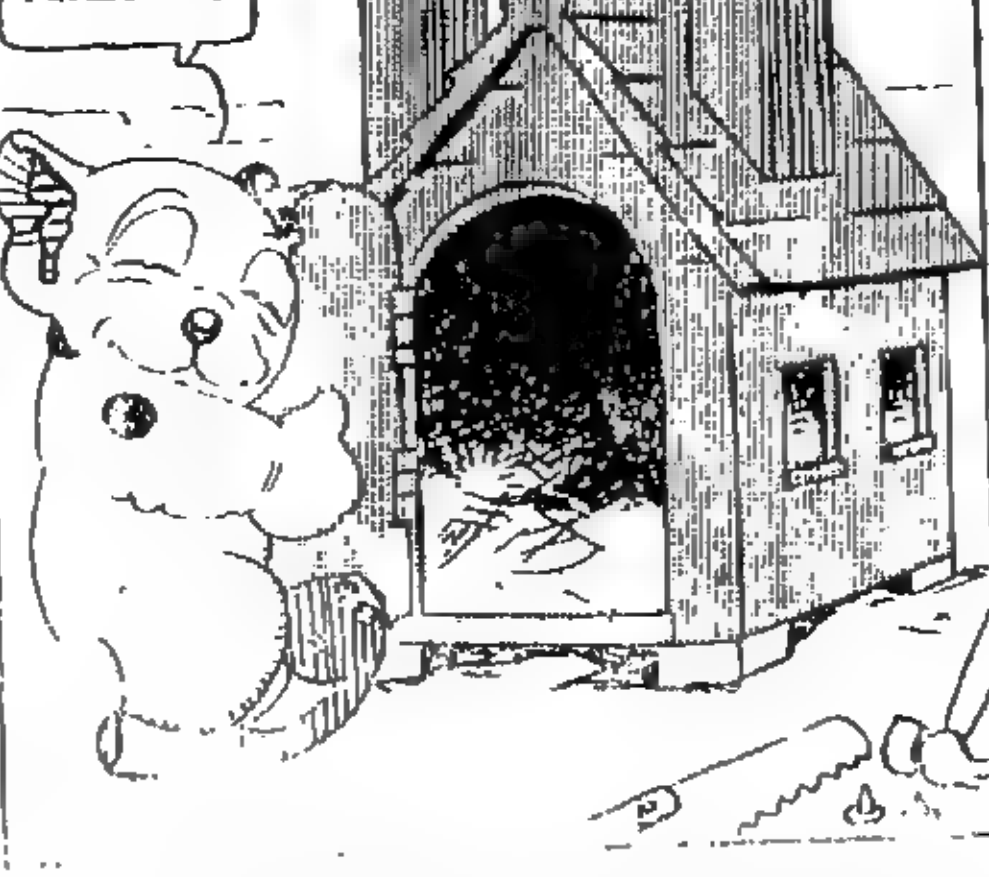
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Entrance Pandora.

BONZO

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CHIMNEYS AND WINDOWS?



O.K.
GOOD
NIGHT!

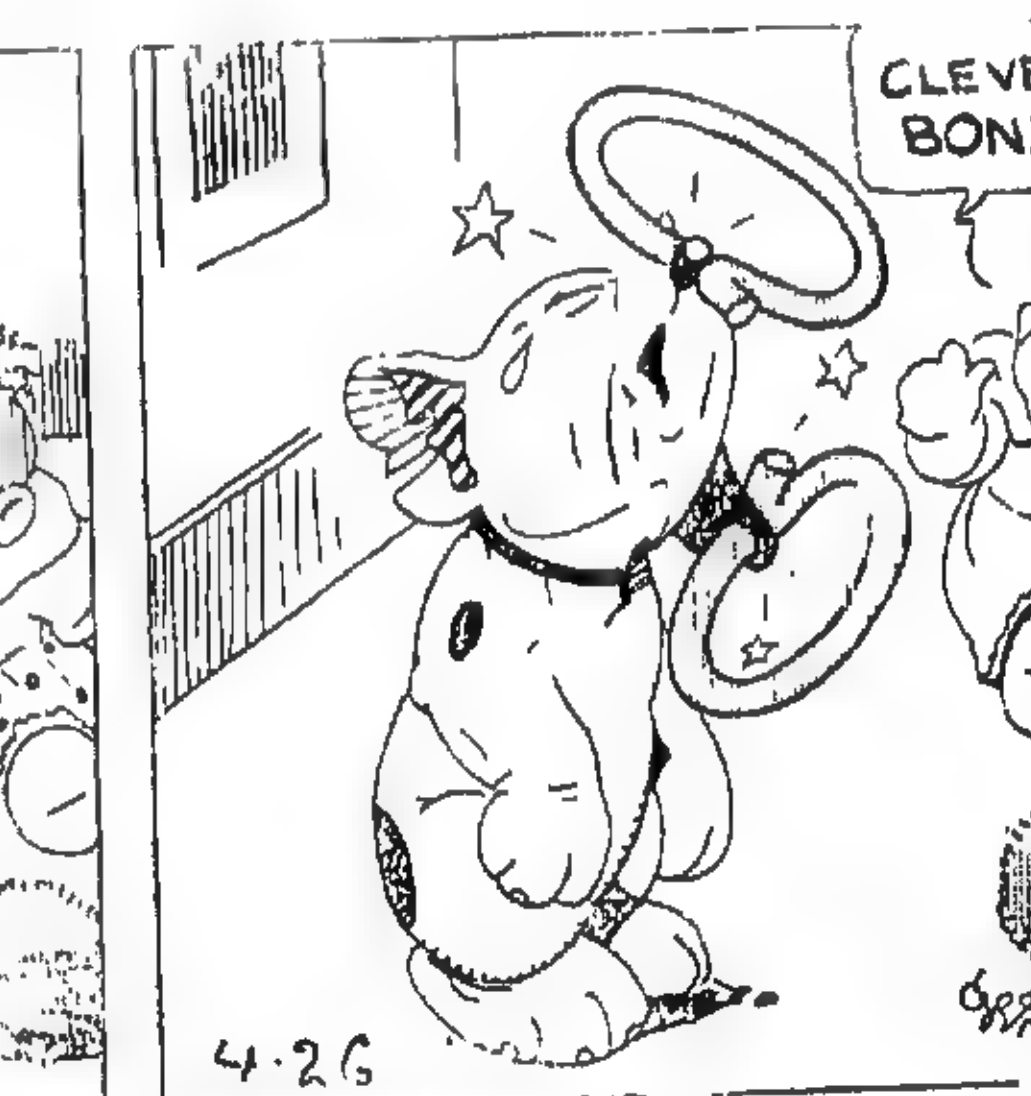
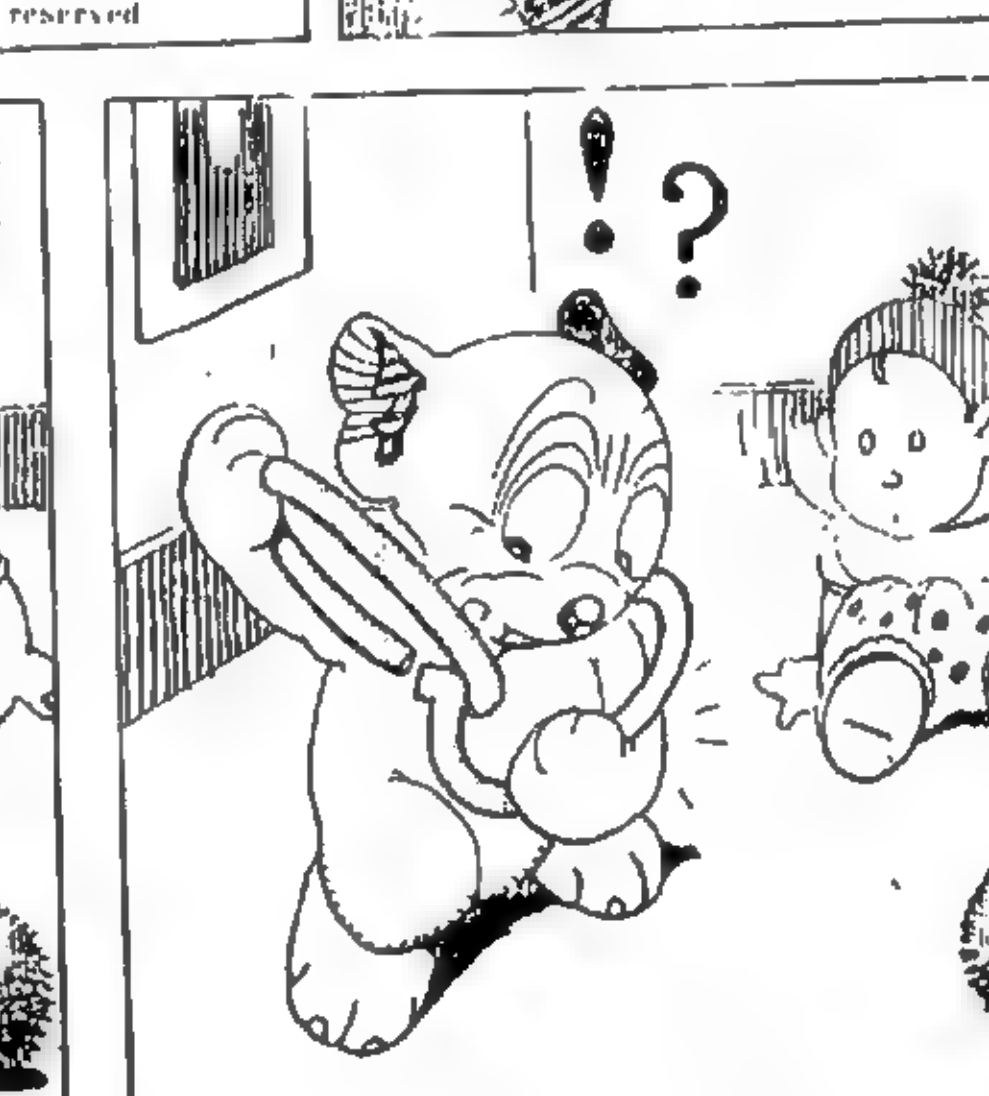
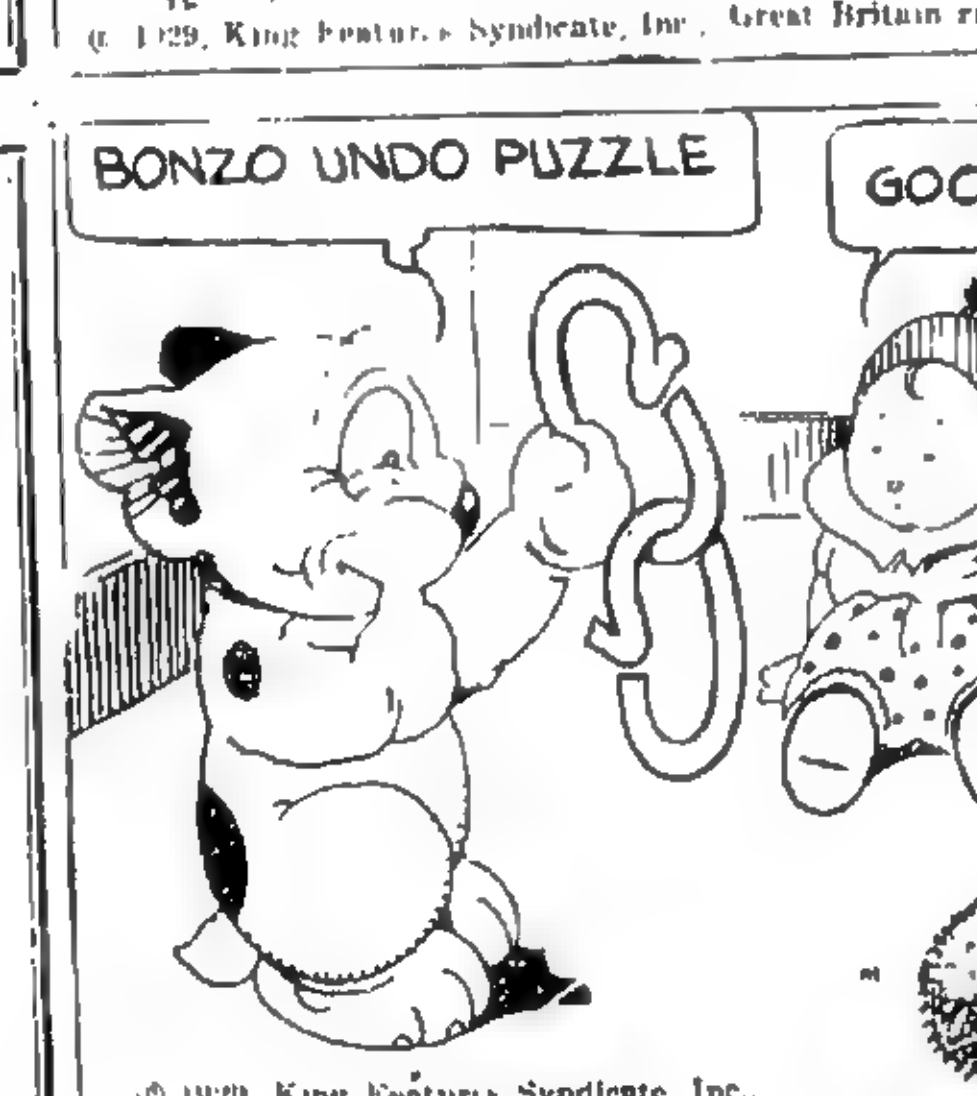
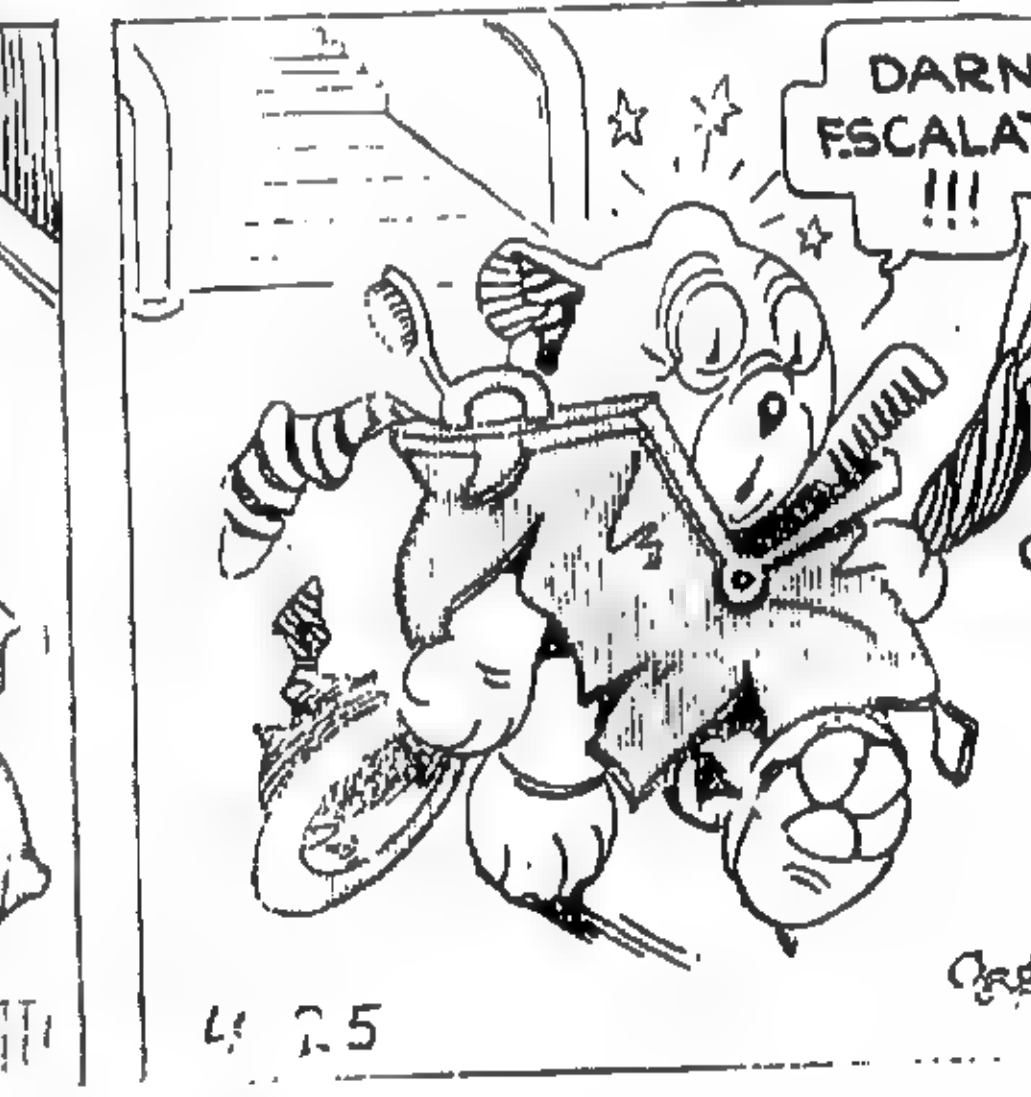
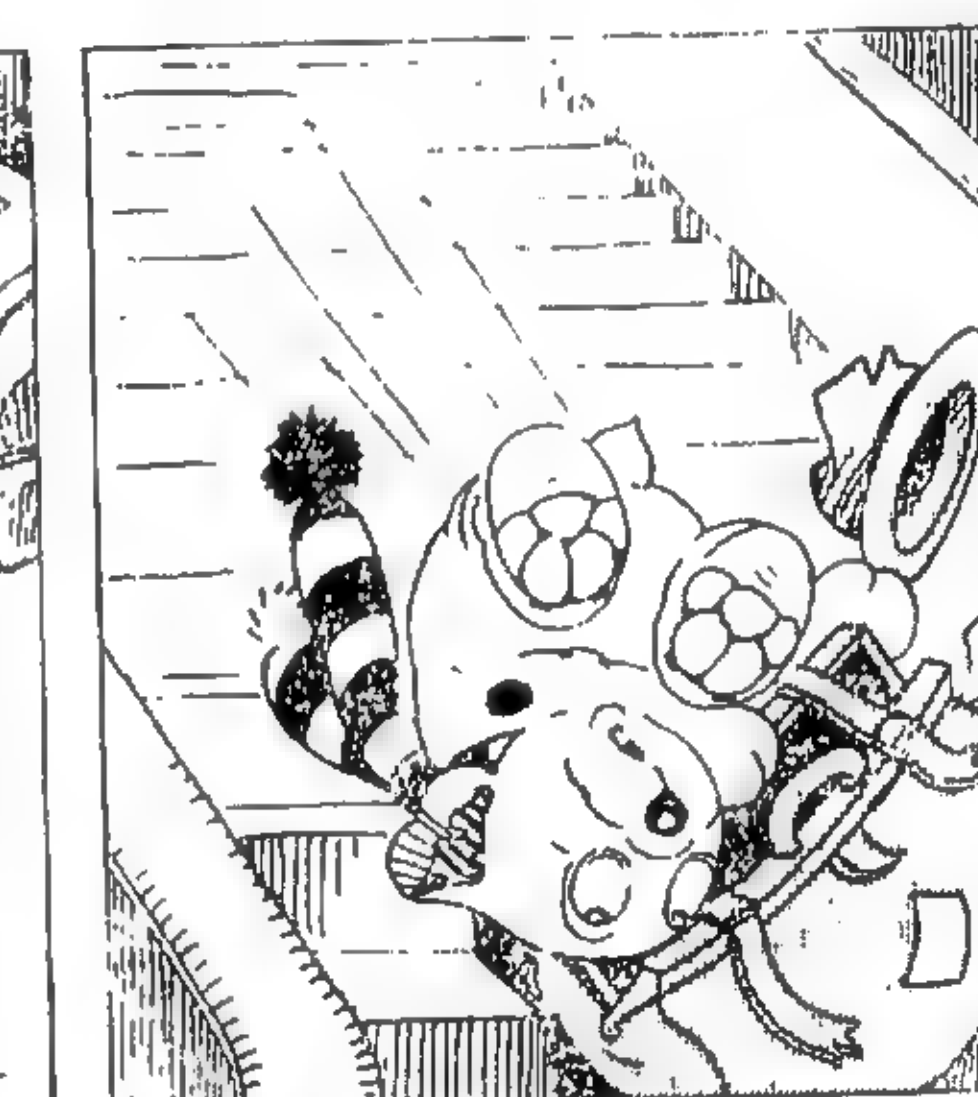
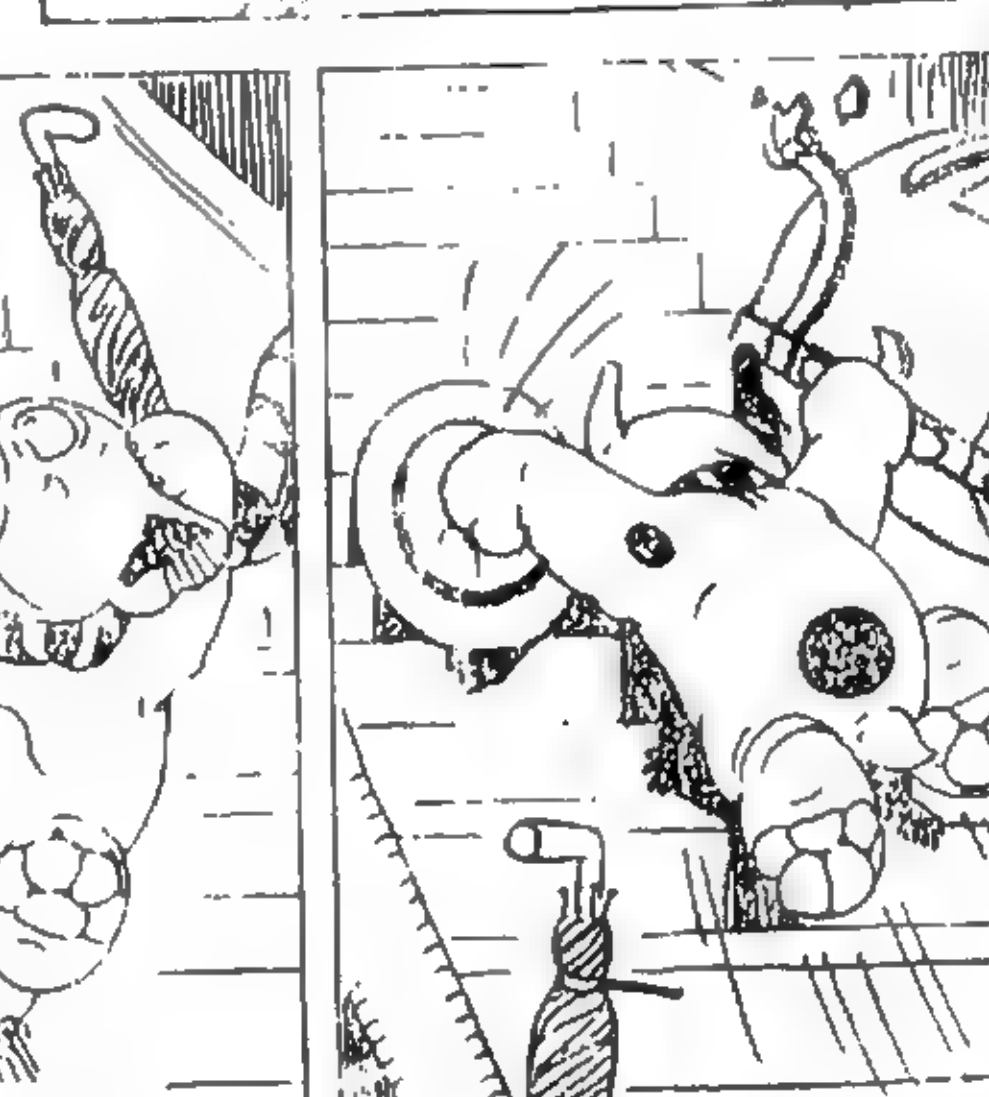
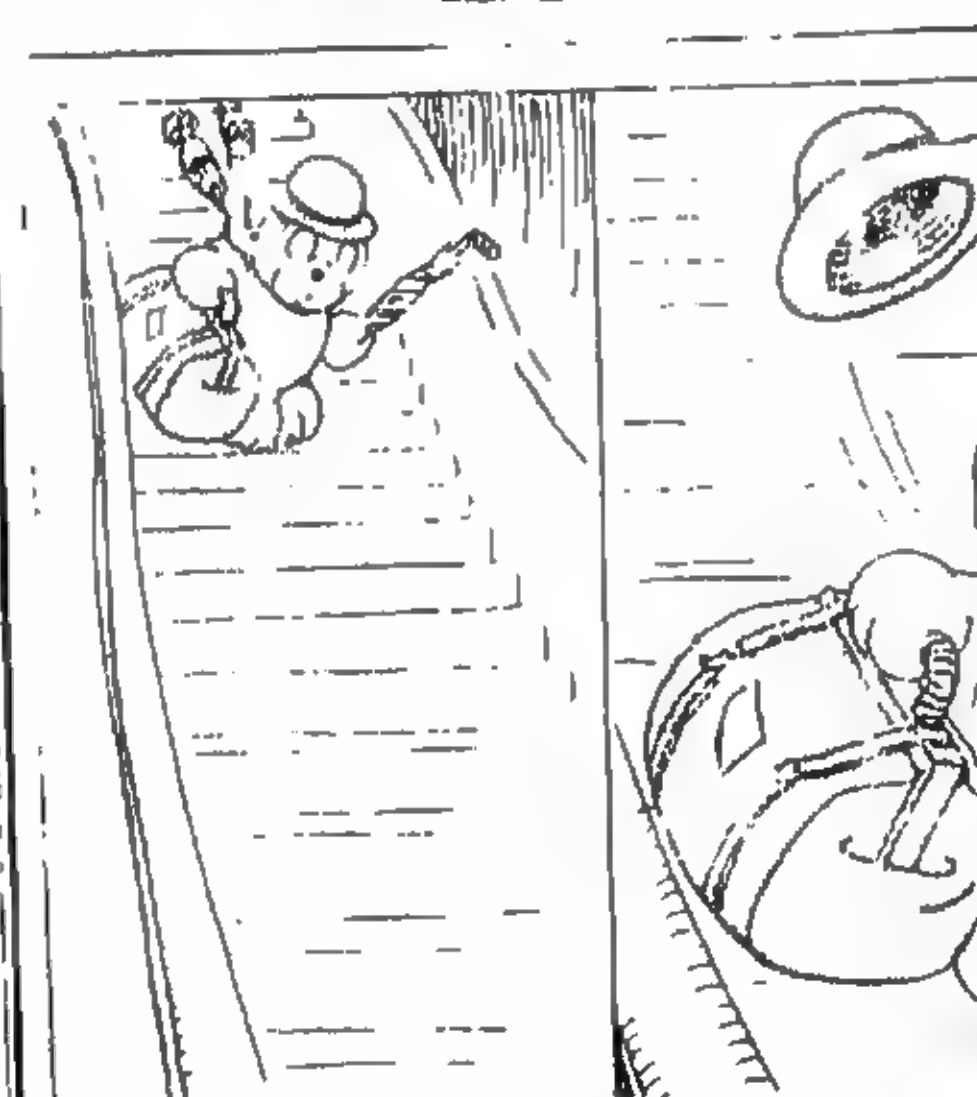
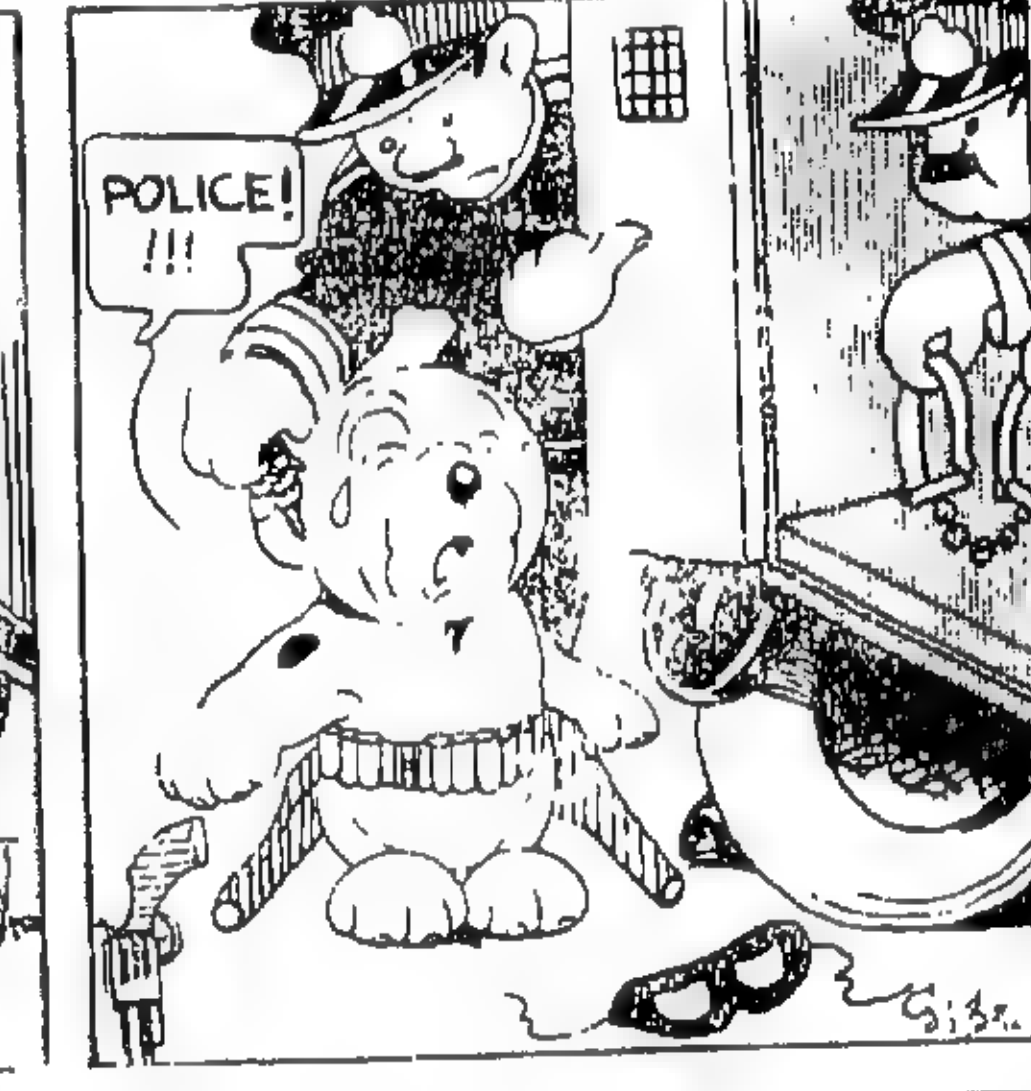
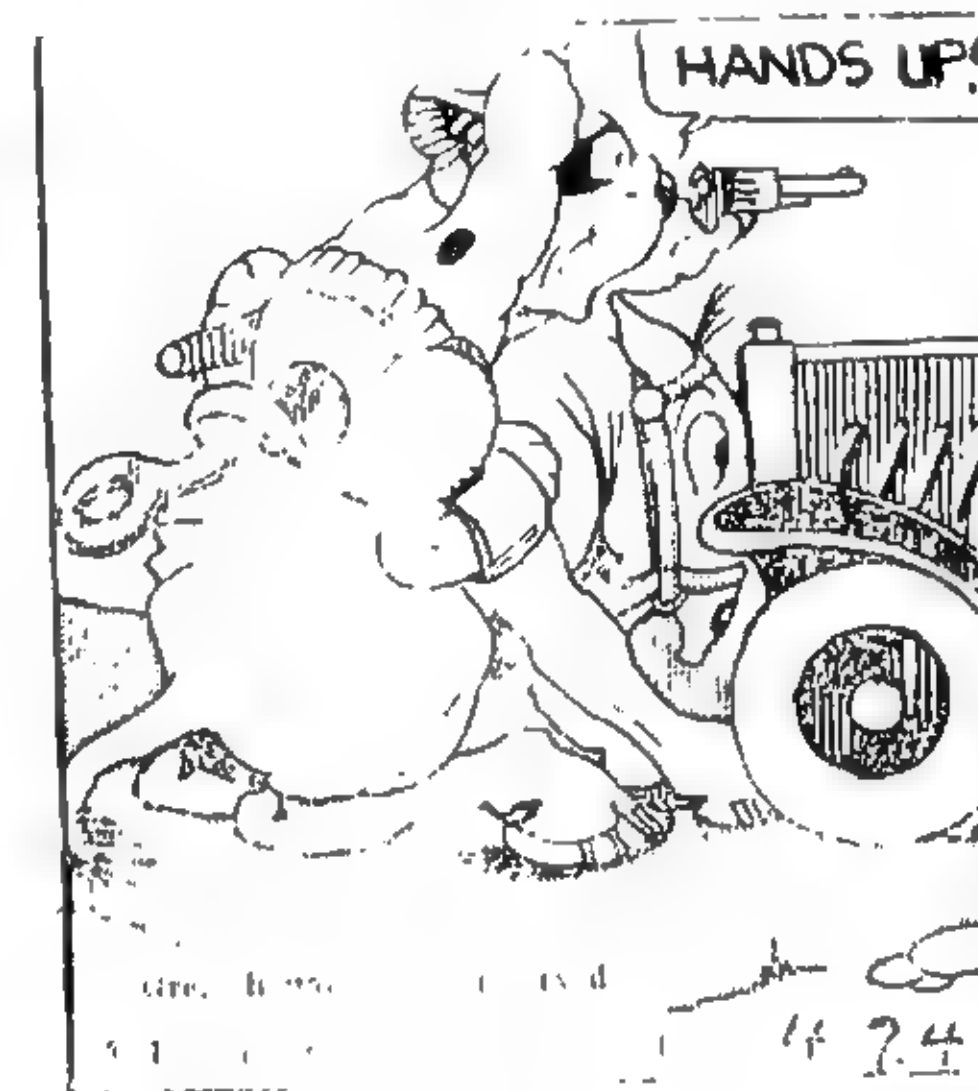
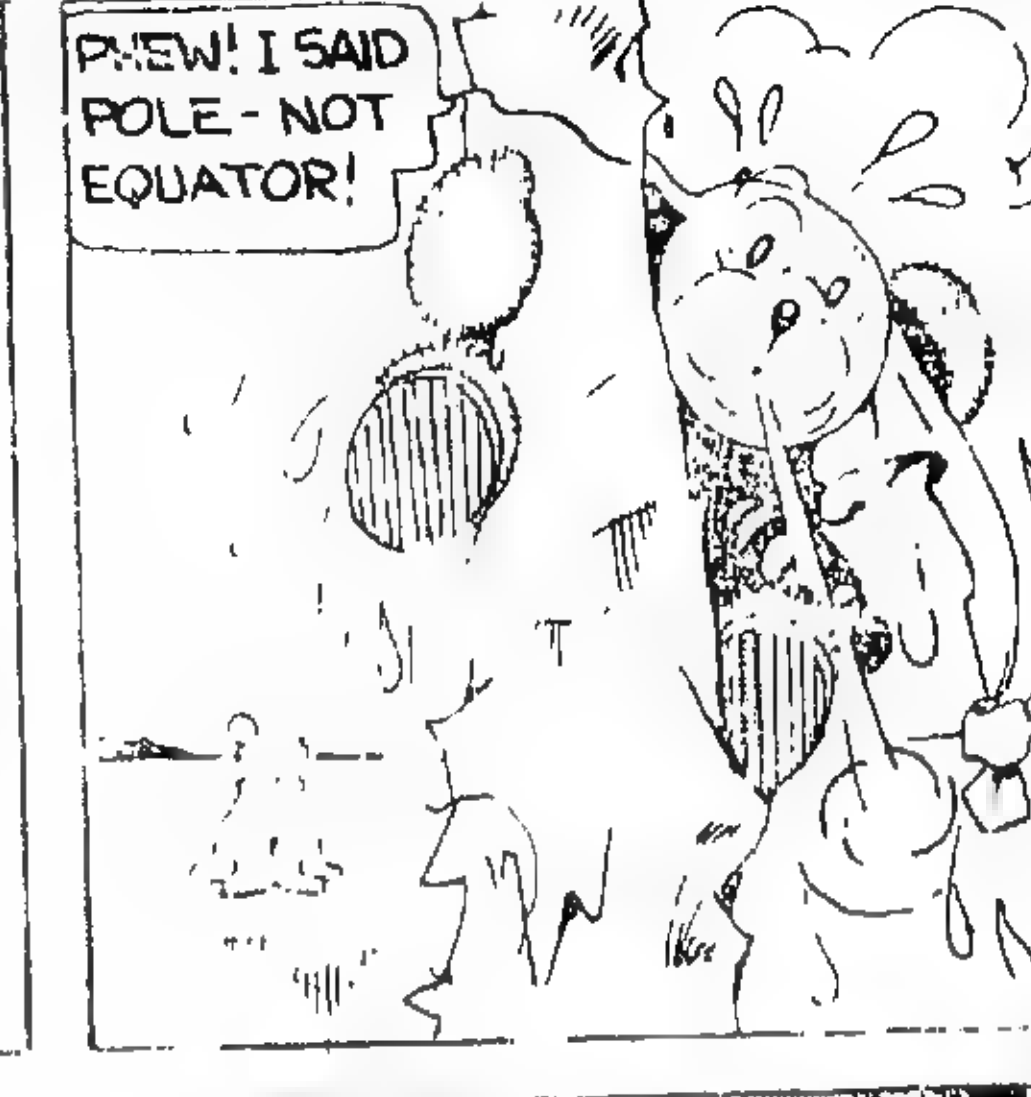
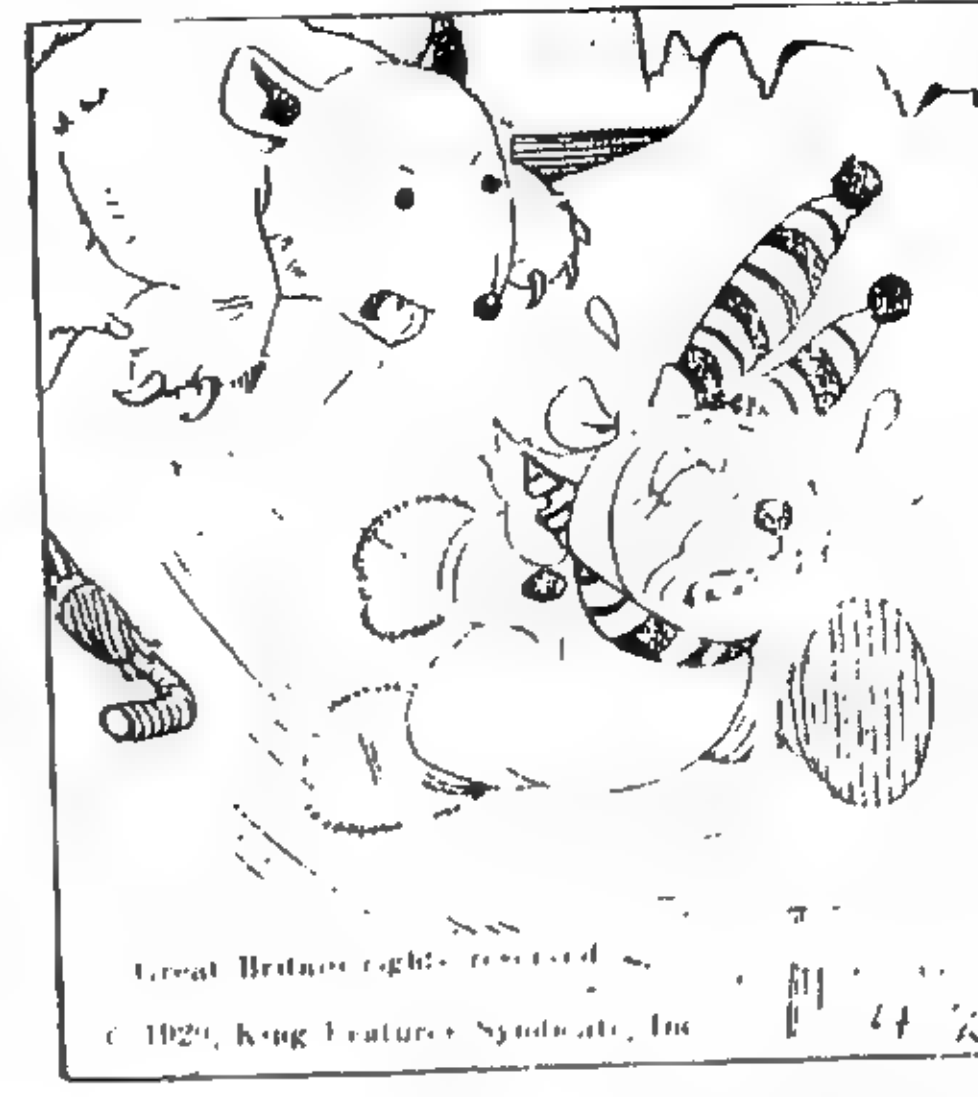


SAY WHERE'S THE POLE,
SONNY?

OOP
OG!

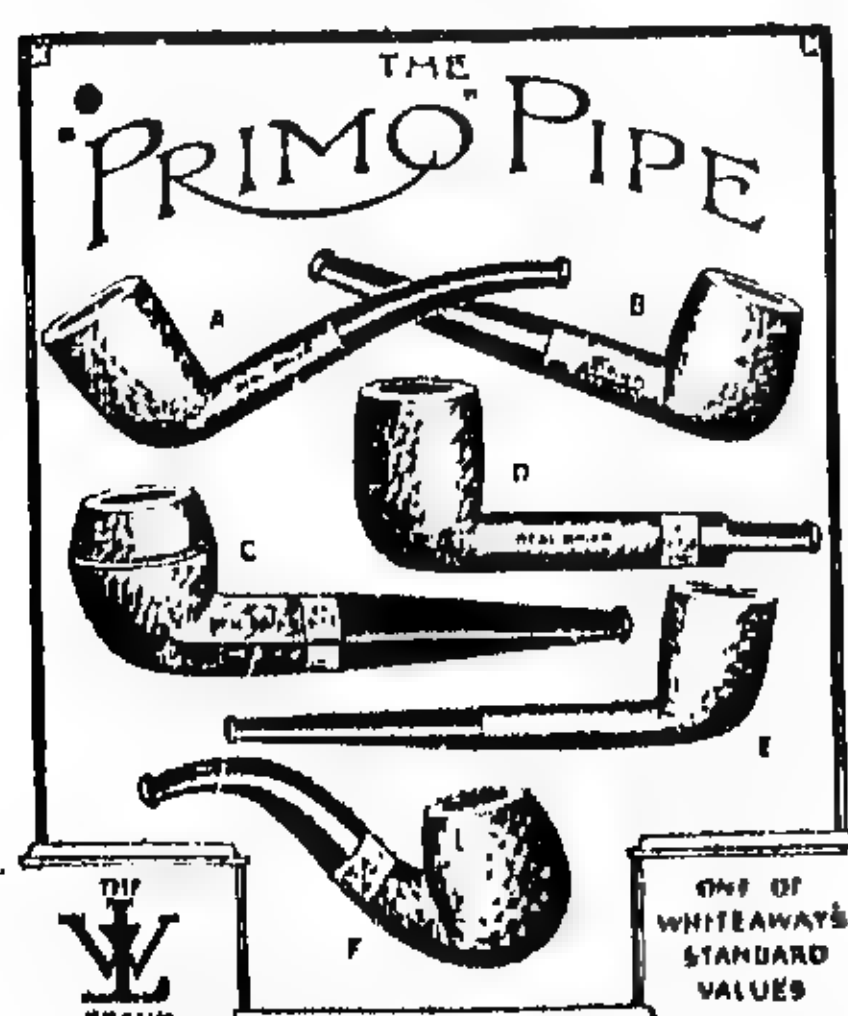


WAKE UP WOOLY, WHERE'S
THE OLD POLE?



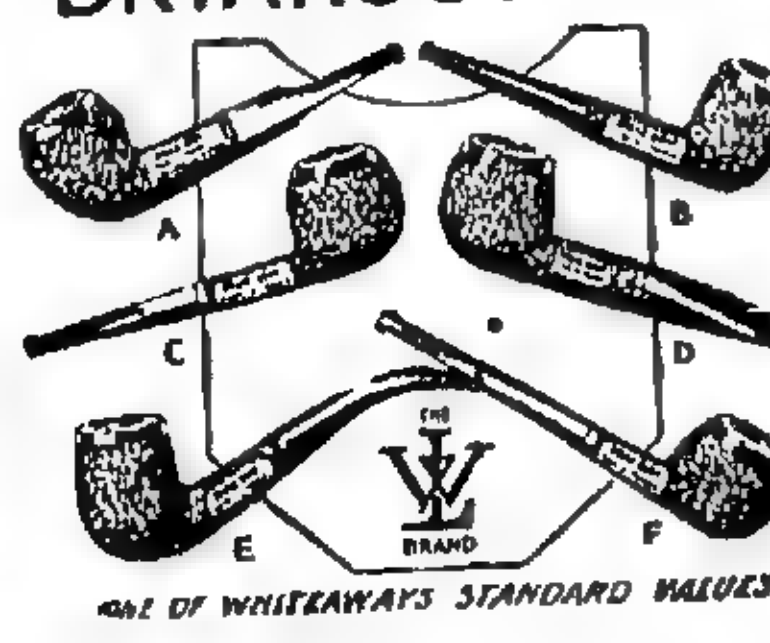
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The famous G.B.D. Briar Pipe fitted
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GENUINE BRIAR PIPES, LONDON
MADE, WELL FINISHED, VERY
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Shapes, Dark Rough Finish, Fitted
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LARGE STOCKS IN RUBBER AND LEATHER,
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MADE
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WHITEAWAYS STANDARD VALUE
LONDON MADE BRIAR PIPES,
VARIOUS SHAPES AS ILLUSTRATED,
PUSH IN STEM.
SPECIAL VALUE .. \$4.50 each.

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VARIOUS
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VALUE \$3.95
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GENUINE FRENCH BRIAR PIPES,
SMOOTH FINISH, ASSORTED NEW
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SPECIAL VALUE .. \$1.00 each.

LOCKYER'S

PATENT PIPE SCRAPERS
INSTANTLY REMOVES EVERY PARTICLE
FROM ANY SHAPE PIPE, MADE FROM
FINEST QUALITY SHEFFIELD NICKEL
PLATED SPRING STEEL.
SPECIAL VALUE .. \$1.00 each.

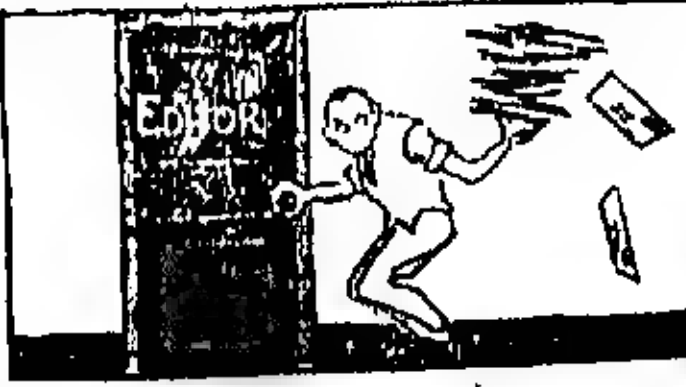
THE CELEBRATED "ORLIK"
BRIAR PIPE.
Assorted, Rough and smooth finish as
desired. New shapes.

SPECIAL VALUE .. from \$4.50 to \$7.50 each.



MADE FROM REAL FRENCH
BRIAR, PUSH IN MOUTH PIECE.
ASSORTED SHAPES AS ABOVE.
SPECIAL VALUE .. 50 cts. each.

WHITEAWAY, LAIDLAW & CO., LTD.



LETTERS TO THE EDITOR

OPENING OF WELLS

Sir,—I am glad that the Government has decided to open wells and has already sanctioned the opening of a number of wells in different parts of the Colony for the purpose of relieving the present water shortage.

I also note that the Military Authorities have opened nine wells in the cantonments on the island and four wells in Kowloon, which shows their commendable promptitude and foresight.

It will now be necessary to explore the island and tap all the perennial streams and springs, and open new spring wells.

The water from such sources should be collected and conducted or pumped into reinforced concrete tanks, as they are cheap, sanitary and easy to construct.

When all these sources of supply have been properly harnessed and controlled, the supplies from the different tanks could be systematically conducted to various points in the City and elsewhere by pipe lines or pumped into the reservoirs to augment the City supply.

This scheme should be more economical than importing water from outside sources and less dangerous, and it will mean a permanent supply of pure fresh spring water, throughout the year. At present, the daily consumption of the Colony (Island) amounts to 4,000,000 gallons.

The quantity of water collected from the streams during the past week was 17.24 million gallons, which works out at 2.46 million gallons per day or over one half of the daily consumption of the Colony! This means a shortage of 1.54 million gallons.

When the water from all the perennial streams and springs and newly opened spring wells of the Island has been harnessed and conserved in tanks, it will not be difficult to remedy this shortage of 1.54 million gallons and provide the requisite supply of 4,000,000 gallons per day from all sources.

In any case it will not be necessary for the Colony to go to the expense of importing water from distant Shanghai and other places, and the next downfall of rain will greatly increase the supply from the streams and wells.

Besides we shall be relieved from the dangers of drinking stale contaminated water, which is a most important point to be considered by the Government, the Health Authorities and the inhabitants of this important and growing Colony.

Time is precious, the situation is getting critical, and we cannot afford to jeopardize the health and lives of the inhabitants by importing water of doubtful purity and quality.

Yours, etc.,

THE TRAN-TAL
Hong Kong, June 15.

REGIMENTAL MARCHES

Sir,—With reference to the very interesting articles on Regimental Marches of the British Army, which appeared in your issue of last Sunday, I think that it might interest some of your readers if I were to amplify the statement that "The Lophians have for their march an old tune known as 'Dumbarton's Drums'."

The Regiment referred to is The Royal Scots (The Royal Regiment) which had for many years its subtitle ("the Lophian Regiment") but which has since the War, with His Majesty's permission, reverted for sub-title to its much older nomenclature "The Royal Regiment."

The Royal Scots, or 1st of Foot, is the oldest Regiment in the British Army, and on account of its antiquity was long ago jocularly given the nick name of "Pontius Pilate's Body Guard."

As Your Article States the Regimented "March Past" is "Dumbarton's Drums." This is a pipe tune in which the drums predominate. The statement in your article however requires qualification. When Her Majesty the late Queen Victoria was inspecting the Regiment she described herself as a daughter of the Regiment, referring to the fact that her father, the Duke of Kent, had been a Colonel in "The Royals." Since then, whenever a member of the Royal Family is present at a parade of the Regiment, "Dumbarton's Drums" are silent and the Regiment marches past to the strains of a march from the opera "The Daughter of the Regiment" played by the brass band.

This has a particular significance at the present time as Her Royal Highness Princess Mary, Viscountess Lascelles, is Colonel-in-Chief of the Regiment, and it must be a romantic and inspiring sight to witness her taking the salute as the Regiment marches past to this so appropriate music.

The Royal Scots usually march on to parade to a rousing pipe tune "Scotland the Brave." I do not know whether there is any Regimental tradition connected with this.

The 2nd Battalion of the Regiment is at present at Tientsin and is furnishing the British Legation Guard at Peking.

Yours etc.,
AN EX-ROYAL SCOT.
Hong Kong, June 13, 1929.

JURY SERVICE

Procedure When They Disagree

POLICE RESERVE UNEXEMPT

In the "Government Gazette" is published the draft of a Bill intended to amend the Jury Ordinance, 1887.

Under "objects and reasons" it is stated:

Section 7 of the Jury Ordinance, 1887, Ordinance No. 6 of 1887, provides that the Special Jurors List and the Common Jurors List for any particular year must be brought into force on the 1st day of March, and there is no power to extend this date. The section also requires that the list of persons liable to serve as jurors must be posted up outside the Courts of Justice on or before the 1st day of February in each year, and there is also no power to extend this date. The section also requires the consideration of the jurors list by the Legislative Council in the second half of February. The rigidity of these provisions has caused inconvenience from time to time, and sometimes made very difficult a proper consideration of points arising on the lists. This amending bill gives the Governor power to extend the dates in question in case of necessity.

Transfer of Duty

The Jury Ordinance, 1887, provides for the final settlement of the lists by the Legislative Council. The bill transfers this duty to the Governor in Council, who is considered to be the more suitable authority.

The Jury Ordinance, 1887, throws on the Legislative Council the whole duty of selecting the special jurors. The bill provides that the list of special jurors shall be compiled in the first instance by the Registrar. The Registrar will be guided as to the number of names to be included in the list of special jurors as the bill provides for a certain maximum. The maximum may be altered by the Governor in Council from time to time. The list of special jurors will be finally settled by the Governor in Council, and in settling the list the Governor in Council will not be bound by any previous order made by him with regard to the maximum number of names to be included.

As the date on which the two lists for any particular year are to be brought into use is no longer rigidly fixed by Ordinance the bill provides that the lists brought into use in any particular year shall continue in force until the lists settled in the following year are brought into use.

The above changes are made by clauses 3 and 4 of the bill. Clause 7 of the bill is a temporary provision to the effect that the lists brought into use on March 1, 1929, shall continue in force until the new lists settled in 1930 are brought into use.

The bill amends the principal Ordinance in certain other minor points also.

Police Reserve

Clause 2 amends section 4 of the Jury Ordinance, 1887, on the two following points. In the first place, it makes an addition to paragraph (2) which is intended to make it clear that members of the Hong Kong Police Reserve are not to be exempt from jury service. In the second place, it omits the reference to dissent in paragraph (8), because it has been objected that the word dissent is inappropriate where there is no established religion.

Section 10 of the Jury Ordinance, 1887, provides, *inter alia*, that a jury panel must be drawn by the Deputy Registrar in the presence of the Registrar. This might be inconvenient, and accordingly clause 5 amends section 10 of the Jury Ordinance, 1887, by providing that the panel may be drawn either by the Registrar or by a Deputy Registrar.

When Jury Cannot Agree

Section 24 of the Jury Ordinance, 1887, provides, *inter alia*, that if a jury has not returned its verdict before all the other cases for trial at the same session "have been disposed of and when it sufficiently appears" that the jury cannot agree, the jury is to be discharged and a new jury is to be empanelled. The word "session" is not entirely free from doubt, but even if it means only a day's sitting, a case may easily arise where it would be unnecessary to wait to the end of the day before being sure that the jury could not agree.

Again, it may be doubtful when the point of time is reached which is described by the words of the section (when) all the other cases for trial at the same sitting or session have been disposed of. For example, two cases might be down for hearing on a particular day and only one might be disposed of on that day, or neither case might be finished on that day. Accordingly clause 6 of the bill alters the word "or" to "and" in the passage quoted at the beginning of this paragraph. The result will be that the court will have power to discharge a jury at any time when satisfied that the jury cannot agree upon a verdict.

DEATH

HANSEN.—Mrs. J. E. Hansen, in her 59th year, at the French Hospital yesterday at 6.30 p.m., of heart failure. The funeral will pass the Monument at 5 p.m. to-day.

WIDOWS' PENSIONS

Early Mistake Rectified

OFFICERS AND EXEMPTION

In the "Government Gazette" is published a Bill intended to amend further the Widows' & Orphans' Pensions Ordinance, 1908.

The objects and reasons state:—

Section 2 of this Ordinance will correct an obvious mistake in section 3 (1) (c) of the Widows' and Orphans' Pension Ordinance, 1908, Ordinance No. 15 of 1908. The Widow's and Orphans' Pension Scheme applies, generally speaking, only to permanent officers, but in 1921 it was extended to persons appointed on an agreement for periods exceeding two years. Section 3 (1) (c) of the principal Ordinance in its present obviously incorrect form would make the Scheme apply to officers on agreement for periods not exceeding two years, whilst excluding officers on agreement for periods exceeding two years. This mistake has been corrected in the present revised edition of the Ordinance because the section appears correctly in the Law Revision Ordinance, 1924, Ordinance No. 6 of 1924, s. 36.

The Word "Not"

Section 3 makes this amendment retrospective, so as to date back to the time when the present revised edition of the Ordinance became the Statute book for all purposes, because every one has all along acted as if the word "not" did not occur in the paragraph in question. The proclamation referred to is the proclamation which brought the new revised edition into effect. Section 4 inserts in the principal Ordinance a section dealing with the case of persons transferred to Hong Kong who are already contributing to a widows' and orphans' pension scheme in some other Colony. The new section provides that such officers need not contribute to the Hong Kong scheme. It gives him three months to claim exemption, the three months dating from the time when he commences to draw salary from the Government. The section applies only where the scheme to which the officer is already contributing is approved by the Secretary of State.

A New Position

The new section also provides that if an officer obtains exemption, any contributions previously made by him under the principal Ordinance shall be returned to him without interest. Some contributions might have been deducted while the officers' claim was being dealt with. The reference in sub-section 6 of the new section is to the obtaining of exemption because a claim would fail if the scheme in the other Colony were not approved by the Secretary of State. The new section is made to apply in the case of schemes in colonies, protectorates, mandated territories, and British India.

Section 5 of this Ordinance is a temporary provision dealing with the case of officers who at present are liable to contribute under the principal Ordinance but who will be entitled to claim exemption when this Ordinance becomes law. Such officers are given three months after the commencement of the Ordinance in which to claim exemption. Any such officers on leave at the commencement of this Ordinance will have three months after return from leave to claim exemption.

IN HUMOROUS VEIN

(Continued from Page 8)

It was a wonder to me the car didn't jump up and bark at him, and come to think of it, I think she did wiggle her tail when Potts wasn't looking.

After a bit of "flapdoodle" about the very lowest price Boggs would accept, Potts eventually "coughed up" eight hundred and fifty of the best, and the bus changed hands once again.

Partings are always touching; but as Potts parted with a cheque, Boggs and I kept a tight hold on our emotions.

Friendship Shattered

Business complete, Potts, pleased with his bargain, was soon out of sight with the car, and so methinks, with our friendship in the melting pot—this latter point I felt sure of. It was hard that friendships should be shattered like this, and all over a rotten old car too!

A few days later, Boggs sailed away, satisfied and gay.

Three weeks pass—and just like they do in the "pictures"—without incident. Then I had a great surprise. A smart, push two-seater little wagon pulled up alongside of me, as a tram stopped. "Who do you think was at the driving wheel?" Potts. He spotted me—"Hallo, Sudds," (that's me) says he, all smiles—"Going West?"

"Yes!" I replied, feeling like a spiritual suggestion.

"Jump in then!" said he.

So pleased to think that we were still good friends, I took the seat beside him.

"This is sure some precious vision!" I exclaimed, as soon as we got going.

"Been in the Family just two weeks!" said Potts, as he pulled out to clear a chow dog.

"Delighted to hear it; what became of Boggs' bus?" I enquired, full of interest.

"Canton More Far?"

"Oh, THAT!" said Potts, "Why

NEW ADVERTISEMENTS

PUBLIC NOTICE.

THE DEPARTMENT of Trade and Commerce of the Dominion of Canada announces the opening of a Canadian Trade Commissioner's office in Hong Kong, operating over the following territory:—Hong Kong, South China, the Philippine Islands, and French Indo-China. This office will be situated at Room 314, Exchange Building, Hong Kong, and will be in charge of Mr. PAUL SYKES to whom all enquiries regarding trade with Canada may be referred.

NEWS IN BRIEF

Lady Clementi is due to arrive in Hong Kong by the "Empress of Russia" on Tuesday. After disembarking Lady Clementi will cross to Statue Pier by launch, and thence proceed direct to Mountain Lodge. She will be glad to meet at Statue Pier any friends who wish to welcome her.

The temperature yesterday at 11 a.m. was 82 degrees and the humidity 81 degrees.

Five pages of the "Government Gazette" are occupied with a revised list of parcel post rates to foreign countries.

Fresh stocks of bathing caps and shoes (new designs) have been received at the Colonial Dispensary.

The Committee and members of the Sports Club are entertaining Mr. W. D. Fiddes Wilson, who is shortly leaving for Tientsin on transfer, at dinner on Tuesday.

The Sikh community of Hong Kong started the uninterrupted recital of their Holy Scripture (i.e. Akhand Path) at the Sikh Temple from noon yesterday which will be completed to-day when prayers for the relief of the people of this Colony from the water shortage as well as for thanksgiving day will be made. The members of the community as well as those who understand the verses of the Holy Scripture—Guru Granth Sahib—are cordially invited to join and attend the service.

The Department of Trade and Commerce of the Dominion of Canada announces in our advertising columns the opening of a Canadian Trade Commissioner's office in Hong Kong, operating over the following territory:—Hong Kong, South China, the Philippine Islands, and French Indo-China. This office will be situated at Room 314, Exchange Building, Hong Kong, and will be in charge of Mr. Paul Sykes to whom all enquiries regarding trade with Canada may be referred.



Louise Homer, Metropolitan opera and concert contralto star.

an agent chap from Canton who was buying up automobiles, and motor cars, suddenly developed an interest in her, and offered me one thousand dollars for her!"

"You lost no time in letting her go for that!" I said, fishing like.

"Well, I thought I would cut myself another piece of cake, while it was around, so I told him he could take her right now for twelve hundred dollars—and he paid spot cash!" replied Potts, gaily.

"You don't say?" said I, feeling very happy over this transaction.

"He could pay, and wanted to; and I wasn't in the least sorry to part with her!" replied Potts, artfully.

"Drop me off here, Old Fellow, please!" said I, as we arrived at a certain office.

"Well, so long!" said Potts.

"So long!" said I.

Now, I ask you?

G. R.

NOTICE.

HONG KONG WATER SUPPLY.

IT IS HEREBY NOTIFIED that commencing on TUESDAY, 18th June, the principal mains in the City of Victoria and High Level Districts will be CLOSED DAILY except during the following periods:—

6 a.m.—9 a.m.
3.30 p.m.—6 p.m.

PEAK SUPPLY.

The Supply to the Peak will be turned on daily as follows, commencing TUESDAY, 18th June:—Severn Road (Eastern Section only), Barker Road, Magazine Gap and Wanchai Gap Districts:—

6—8 a.m. and 4—6 p.m.
The remainder of the Peak:—6—10 a.m.

SUPPLIES FROM TANKS.

An increased number of Tanks on the Water Front will be in operation before the above restrictions come into force.

HAROLD T. CREASY,
Water Authority.
Public Works Department,
Hong Kong, 15th June, 1929.

"Boy! My Usual Marchant & Soda."

ONCE
TASTED,
ALWAYS
ORDERED.

MARCHANT'S
GOLD LABEL
WHISKY
BUY A BOTTLE TO-DAY.

Sole Agents:—

T. E. GRIFFITH LTD.
6, Queen's Road C., 5th Floor. Tel. C.3517.

Ostelin

THE SECRET OF STRENGTH

OSTELIN has all the medical value of Cod Liver Oil, but none of its bad taste. In fact Ostelin is tasteless! No oiliness. No fishy smell. OSTELIN liquid should be given in drops in every baby's feed to guarantee him sound teeth, strong bones and firm flesh. OSTELIN liquid should be given in every growing child's rice soup to prevent rickets, weakness and nervousness. OSTELIN tablets should be taken by every mother-to-be to ease labour, form a strong offspring and keep mother strong, too. OSTELIN is very concentrated. A few drops or a tablet a day are all that is needed to re-establish anyone run-down or nervous through overwork, business trouble or tropical weather. Bottles are obtainable from any dispensary or commodore shop.



Ostelin is the Vitamin D concentrate in Glaxo which makes that milk powder the best available for your baby.

AGENTS:—

W. R. LOXLEY & CO.
Hong Kong & Canton.



WHAT THACKERAY WROTE
IN "THE VIRGINIANS" IS
STILL TRUE TO-DAY—
"There's no better tobacco
& no better brand than
the Three Castles."

Three Castles
CIGARETTES

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

YOU'VE NEVER SEEN Rin-Tin-Tin at his best until you've seen this thrilling picture!

THE STORY OF
A DOG'S
DEVOTION!

THRILLS!
PATHOS!
ROMANCE!



HILLS OF KENTUCKY

STARRING

RIN-TIN-TIN

AT THE
WORLD

TO-DAY & TO-MORROW
At 2.30, 5.15, 7.15 & 9.20.

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 & 9.20)
To-day and To-morrow.—"Prep and Pep," a rollicking tale of love and athletics. With David Rollins and Nancy Drexel.
Tuesday and Wednesday.—"The Adventurer," Tim McCoy's latest thriller. With Dorothy Sebastian.
Thursday and Saturday.—"The Way of All Flesh," a gripping drama of the soul against flesh. With Emil Jannings, the famous German actor.

WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20)
To-day and To-morrow.—"Hills of Kentucky," the thrilling drama of a dog's devotion. With Rin-Tin-Tin.
Tuesday and Wednesday.—"Exchange of Wives," a hilarious close-up of married life. Starring Eleanor Boardman and Lew Cody.
Thursday and Friday.—"Hangman's House," a vivid story of romance and adventure. With Victor McLaglen and June Collyer.
Saturday and Sunday.—"The Mating Link."

STAR THEATRE

(At 5.30 and 9.20)
Matinees Every Saturday and Sunday at 2.30 p.m.
To-day and To-morrow.—"Herbert Brenon's masterly screen version of Warwick Deeping's novel 'The Grey Ghost'." With H. B. Warner and Anna Q. Nilsson.
Tuesday and Wednesday.—"The Smart Set," a breezy story of love and polo. Starring William Haines and Alice Day.
Thursday to Saturday.—"The Way of All Flesh," a gripping drama portraying the struggle of the soul against flesh. With Emil Jannings, the famous German actor.

Over \$200,000 worth of polo ponies are used in William Haines' splendid action picture "The Smart Set."

COMING SOON



LUPE VELEZ and D. W. GRIFFITH'S
"LADY OF THE PAVEMENTS"

A HUMAN STORY

Emil Jannings' Remarkable Performance

"Picture makers now realize that what the theatre patrons want are simple, human stories; stories that give a cross section of life. Big moments in little lives, if you choose to put it that way."

"Such a picture is 'The Way of All Flesh' which has given me what I consider to be the most convincing character opportunity of my career. I felt that destiny entered its influence when I first read the story; it seemed to me that the part of August Schiller, the kindly, home-loving but humanly weak bank cashier had been created especially for me. I consider 'The Way of All Flesh' to be the result of the greatest effort, the finest work of my life, even exceeding 'The Last Laugh' and 'Variety' in dramatic simplicity, realism and humaneness.—Emil Jannings."

This dramatic treatment of the sacrifices of one man for his family, of his reaction to the attraction of a worldly woman, after many habit-forming years as a proud father and husband, will be shown at the Star Theatre from Thursday to Saturday.

The Cinema Page

"SORRELL AND SON"

The Return of A Famous Film

HERBERT BRENON'S RECORD

Herbert Brenon, who produced "Beau Geste," generally considered to have been the best picture exhibited in 1927 has another success to his credit in the adaptation of Warwick Deeping's story, "Sorrell and Son," which is being shown again today and to-morrow at the Star Theatre. Both pictures indicate that logic in story and dramatic characterisation are gaining in favour. Born in Ireland, Mr. Brenon has spent most of his life in the United States and has been a maker of photoplays since the early days of the screen. He made a number of pictures without titles, but he made few converts. His adaptation of Sir James Barrie's "Peter Pan" brought him back to the forefront of moving-picture production. His great abilities were proved anew in "Beau Geste." The story of "Sorrell and Son" possesses an irresistible appeal to finer sensibilities. As a picture it could in less skillful hands have become a cheap melodrama, but Mr. Brenon has entered so intimately into the author's conception that there is an entire absence of incongruity. The scenes in which affection between father and son predominate are never overdone. Altogether it is an extremely interesting production and those who did not see it during its late season at the Queen's Theatre should not fail to take advantage of this final opportunity.

VICTOR McLAGLEN

Starred in "Hangman's House"

Victor McLaglen plays the stellar role of Citizen Hogan while June Collier and Larry Kent have the featured romantic leads in "Hangman's House" which will be the feature film at the World Theatre on Thursday and Friday next. The picture may be rated as one of the most spectacular that John Ford, the director, has made in his seven years' association with Fox. In addition to the principals, D'Arcy Corrigan and many other outstanding players are in important roles. Based on Donn Byrne's best-seller, "Hangman's House" is typically Irish and, in common with virtually all pictures directed by John Ford, is packed with human interest and bristles with action.

A STORY OF YOUTH

Splendid Comedy Drama at Queen's

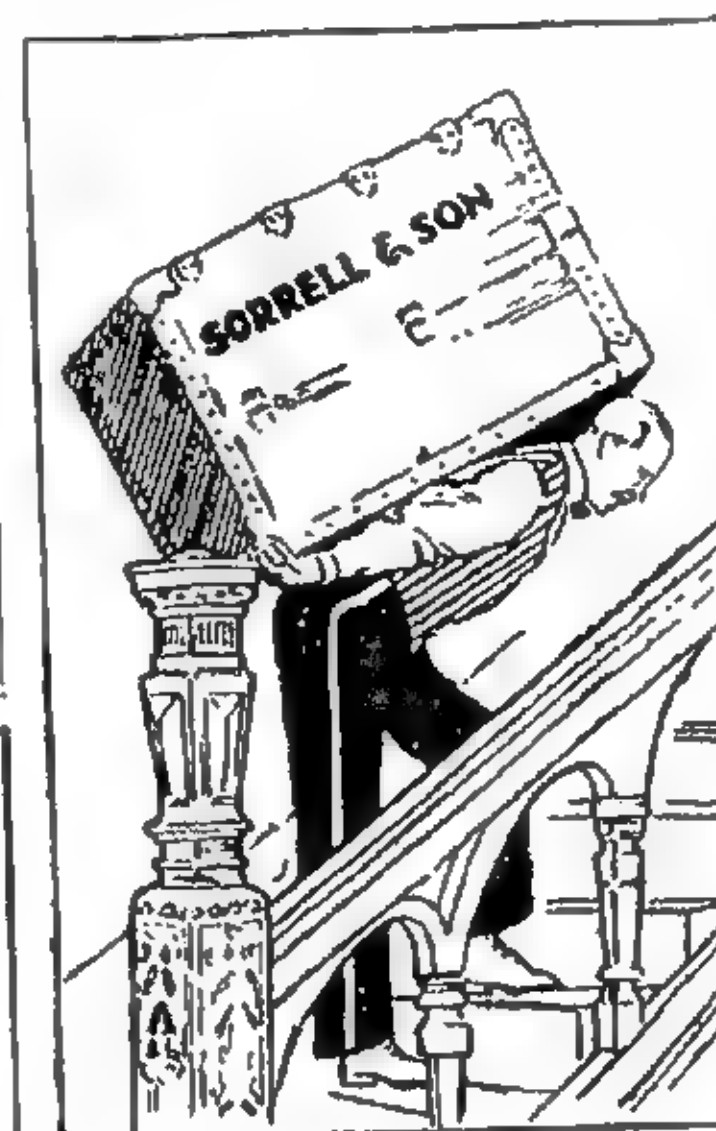
"PREP AND PEP"

Youth comes to the Queen's Theatre to-day in person of David Rollins and Nancy Drexel in Fox Films comedy-drama, "Prep and Pep," directed by David Butler.

This unusual story of prep school days was written especially for Fox Films by William Conselman and David Butler and the greater part of the picture was filmed at Culver Military Academy in Indiana.

The theme of the picture revolves around Cyril Reade (David Rollins), the son of Calvert's most famous athlete, Tiger Reade, but

RETURN OF FAMOUS FILM



Warwick Deeping's beautiful story which is showing to-day at the Star Theatre.

Cyril comes to school the polished son who has traveled in foreign countries and who knows nothing whatever of athletics.

The school expects great things of Cyril and especially the school star, Flash Wells (John Darrow), who makes it a point to enter Cyril in all the contests. Cyril meets one inglorious defeat after another and, broken-hearted, he plans to run away.

He is stopped in this by the commandant and his daughter Dorothy (Nancy Drexel), who has fallen in love with the bashful boy. From then on the action is fast and furious, vividly depicting a boy's fight to win honour and pride for himself and for the school.

RIN-TIN-TIN

Exciting Moments In Dog Picture

"HILLS OF KENTUCKY"

Warner Brothers have generally been successful in obtaining screen stories suitable to the talents of their wonder dog star, Rin-Tin-Tin, but never have they found a story that shows the abilities of this beautiful animal so forcibly as does "Hills of Kentucky," now at the World Theatre.

The story is an adaptation of Dorothy Yost's tale, "The Untamed Heart." The scene is laid in the Blue Ridge Mountains at a time when the mountaineers are being driven to desperation through starvation. A puppy, played by one of Rin-Tin-Tin's own pups, is kicked out of his home. He grows up in the woods and becomes the leader of a wild pack of dogs of all breeds who ravage the countryside. He is known as "The Grey Ghost."

To the little mountain hamlet comes a girl school teacher with her young crippled brother. The little boy, not knowing the fear that fills every child's heart at the mention of "The Grey Ghost," comes upon this dread beast one day. And boy and beast become friends. It is a friendship that leads to thrilling consequences that are tangled up with the love story of the school teacher and two brothers. Jason Robards and Dorothy Dwan supply the love interest of which there is plenty.

ALIVE WITH ACTION

Splendid Story In "The Smart Set"

William Haines, the popular hero of many screen comedies is the star of "The Smart Set," which will be the chief attraction at the Star Theatre on Tuesday and Wednesday.

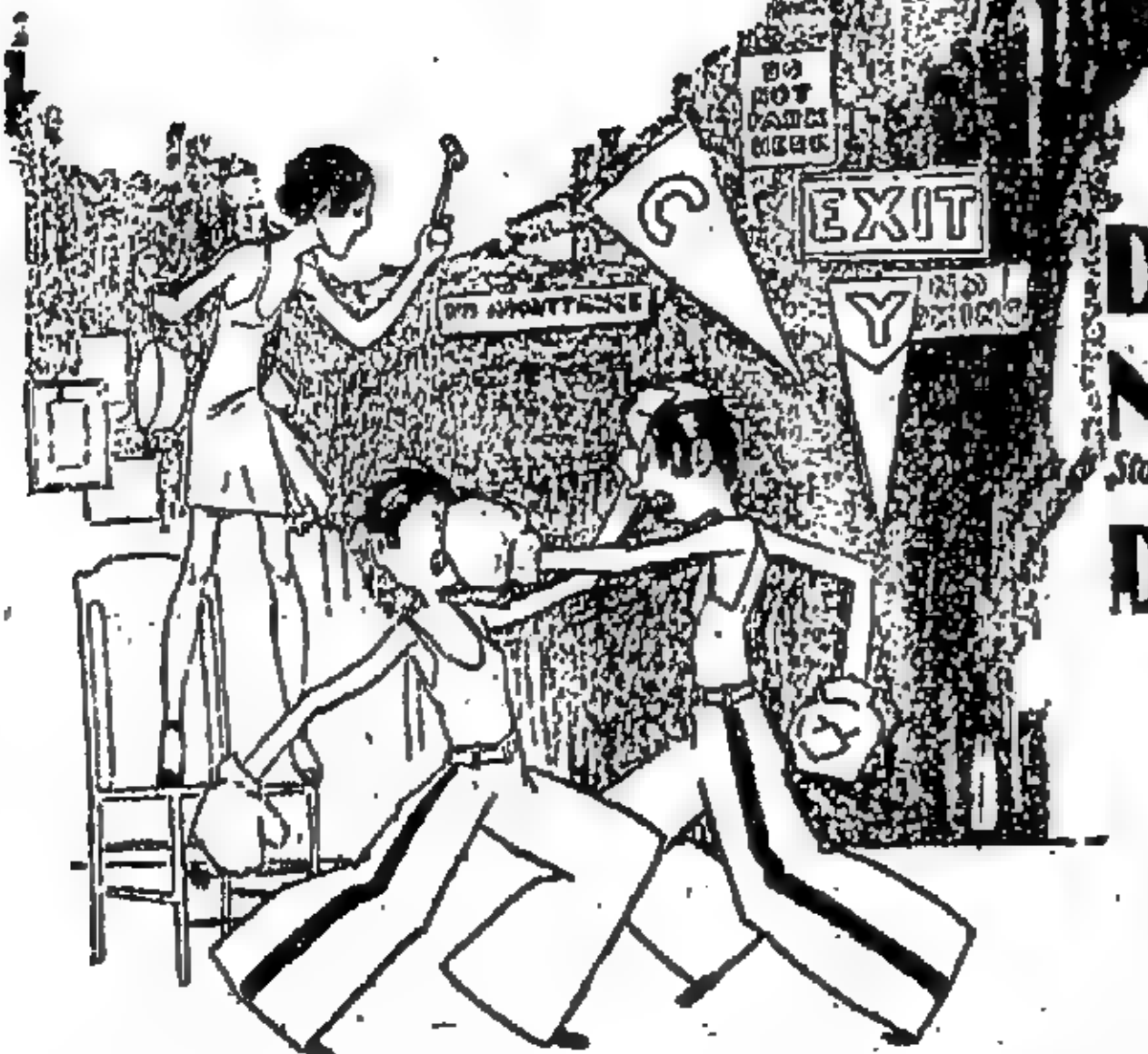
The Haines of "The Smart Set" is a more skilled and artistic comedian than the Haines of "Spring Fever" or "West Point." He has acquired a technique of comedy that is instinctively his own while the romantic appeal of his love scenes with Alice Day, who by the way is an ideal heroine, will leave the flappers palpitating with envy. Haines enters the picture as a typical rich man's son, a lily of the field who toils not but can play polo. By the time the story is ended, he is a man of men, a personage whom any member of the fair sex would be pleased to have defending her home and hearth.

YOUTH—ROMANCE—ADVENTURE!

—in a sparkling
College Comedy

PREP AND PEP

PRESENTED BY
WILLIAM FOX



DAVID ROLLINS
and
NANCY DREXEL
Story by William Conselman and David Butler
Screenplay by John Darrow
Production
DAVID BUTLER

THE story of a boy who made good for the honour of his school and the love of a winsome miss!

OUR GANG COMEDY
and
LATEST M.G.M. NEWS REEL

AT THE

QUEEN'S TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.

HERBERT BRENON'S PRODUCTION SORRELL and SON

WITH
H. B. WARNER
ANNA Q. NILSSON
ALICE JOYCE
NILS ASTHER
CARMEL MYERS



A fascinating romance of England produced by the man who made "Peter Pan" and "Beau Geste."

WARWICK DEEPING'S splendid story of a British war hero who was compelled to become a hotel bar porter but "carried on" for the sake of the son he adored!

AT THE

STAR

TO-DAY AT 2.30, 5.30 & 9.20.
TO-MORROW AT 5.30 & 9.20

FUTURE EVENTS

Films That Are Coming Here

"The Lady of the Pavements,"—D. W. Griffith's latest production. The romance of a heart thief. Starring William Boyd, Jetta Goudal, Lupe Velez, George Fawcett and Albert Conti.
"Forbidden Hours,"—A tender drama of love and devotion. With Ramon Novarro, Renee Adoree, Roy D'Arcy, Dorothy Cumming and Edward Connelly.
"Riders of the Dark,"—A thrilling frontier romance. Starring Tim McCoy, Roy D'Arcy, Dorothy Dwan and Frank Currier.
"Show People,"—A fascinating story of Hollywood. With Marlon Davies and William Haines.
"Spite Marriage," Buster Keaton's latest comedy.

TIM MCCOY

Western Hero in Thrilling Adventure Film

Thrills, adventure, battles and hairbreadth escapes—all woven into the background of a charming romance of a man and a girl, and laid in the colourful tropics—these are the elements of the new story in which Tim McCoy, himself as colourful as the picture he plays in, is appearing on Tuesday and Wednesday at the Queen's Theatre.

"The Adventurer," Metro-Goldwyn-Mayer's new McCoy play, takes the famous Colonel away from the usual settings of plains, and adventures in the Northern hemisphere. Instead, he plays the part of a mining engineer in the tropics—and a Latin-American revolution furnishes the thrills.

Thrills galore there are, too. McCoy's sensational escape from a firing squad is one of them; the daring and dangerous feat of hauling a man over a wall with a lariat—and spectacular battles of revolutionists in a tropical jungle and other thrilling detail mark the swiftly moving plot.

McCoy dashes through the action with his usual sang-froid, and performs some extremely hazardous feats of horsemanship, and Dorothy Sebastian, who played opposite him in "California," is the heroine of the new story also. Her dark beauty and clever emotional acting both stand her in good stead in a trying role in the new picture.

"SPITE MARRIAGE"

Backstage theatrical life is the basis of Buster Keaton's newest comedy vehicle "Spite Marriage," which will be seen at the Queen's Theatre shortly. It is a Metro-Goldwyn-Mayer attraction. The new picture, directed by Edward Sedgwick, is a hilarious tale of theatredom, shipwreck and marriage, with Dorothy Sebastian, Edward Earle, Leila Hyams and others of note in the cast.

The original of the Pelican Inn in "Sorrell and Son" is "The Dower House," run by an antique dealer named R. Clifford. The Inn is located forty miles from Deeping's home, at Newbury, Berkshire. The original of the Anchor Inn lies on the old Bath-to-London coaching road.

A real treat is in store for patrons of the Queen's Theatre where "Prep and Pep," a Fox picture featuring David Rollins and Nancy Drexel, is being shown. It is a wholesome comedy of life in a Prep School.

Rin-Tin-Tin is a German shepherd dog who was found in France and adopted by Lieut. Lee Duncan.

MY TURNING POINT

Norma Shearer
"Frankly I needed the money because of financial reverses at home, but jobs in motion pictures seemed mighty scarce the winter I tramped all over New York and I was just about ready to give it up when I was sent by an agent to a studio where they wanted twelve girls for a college picture."

"I stood in line with several hundred applicants and waited. The assistant director picked out eleven and it looked very hopeless to me, but I needed work so badly I was desperate. I coughed so loud it attracted the assistant director's attention. I guess he felt sorry for me. He nodded his head and said 'You'll do.' It was my first job and it led to regular work after that."

Nils Asther.
"Waiting around to put on my plays at a theatre in Sweden made me so mad I decided to set out for myself, and I went into moving pictures. I was supposed to produce my own plays but this particular season they allowed another actor whom I didn't like, by the way, to step in ahead and leave me cooling my heels until he was ready to let me put on my presentation. I wouldn't wait, so I cut loose and walked into a Stockholm film studio and Mauritz Stiller put me to work. I have not been on the stage since that day."

John Gilbert
"Extra-ordinary around the old studios until I was thoroughly sick and didn't see a chance to ever get anywhere and decided to quit while the quitting was good. At the time I was a cowboy at Inceville with the W. S. Hart company. I was a seedy-looking, down in the mouth individual, and in a very bad temper. I was standing on the fringe of the roughneck mob and Hart himself called me over in front of the camera. He wanted me to do a bit in a closeup with him. It was my big chance, but I was too disgruntled to appreciate it. I was terrible. Hart saw my nervousness and took me to one side, slapped me on the back and told me to try again. I worked fine, and it was the last day I was an extra."

COMING SOON



Buster Keaton
"Spite Marriage"



LOVE

Nothing is sure, nothing is certain
In this old world of ours to-day
We, who may show the road to others
May to-morrow ask them the way.

We live in the lap of luxury
Surrounded by friends great and small
Fate grins, and gives her wheel a
sharp turn
Then leaves us with backs to the
wall.

To-day we enjoy such perfect
health
No worry about the future
Illness comes in the night like a
thief
And makes us a poor weak
creature

But no world can ever take away
The treasure stored up in our
mind
The love that we have for God and
Man
Great pearls you will never find.

For its things we feel, see, and
touch
We can never be certain of
So hold on to the only real thing
That abstract quantity called
"Love".

W. P.

Hong Kong.

TO-DAY'S QUOTATION

Let nothing be done through
strife or vainglory; but in lowliness
of mind let each esteem
other better than themselves.

Look not every man on his own
things, but every man also on the
things of others.

Let this mind be in you, which
was also in Christ Jesus.
Philippians, ii. 3-5.

GREAT PASSAGES

Whatever may have been the
exact shade of darkness in the
crime of Judas, it was avenged
with singular swiftness, and he
himself was the avenger. He did
not slink away quietly and poison
himself in a ditch. He boldly
encountered the sacred college,
confessed his sin and the inno-
cence of the man they were about
to crucify. Compared with the
pious miscreants who had no
scruples about corrupting one of
the disciples, but shuddered at the
thought of putting back into the
treasury the money they had
taken from it, Judas becomes
noble. His remorse is so unen-
durable that it drives him to sui-
cide.

If a record could be kept of
those who have abjured Jesus for
love of gold, through fear of the
world or of the scribes and
Pharisees, we should find many
who are considered quite respect-
able, or have even been canonised,
and who, nevertheless, much
more worthy than Iscariot, are
entitled to "champing" by the
jaws of Satan. Not a single
scrap from Judas himself has
reached us. He underwent no
trial, and is condemned without
plea or excuse on his own behalf,
and with no cross-examination
of the evidence. No witnesses have
been called to his character.
What would his friends at Keriath
have said for him? What would
Judas have said? If he had met
Judas with the halter in his hand
would he not have stopped him?
Ah! I can see the Divine touch
on the shoulder, the passionate
prostration of the repentant in
the dust, the hands gently lifting
him, the forgiveness because he knew
not what he did, and the seal of
a kiss indeed from the sacred lips.
Mark Rutherford ("Judas Is-
cariot").

RELIGIONS

Faults of Psychological
Thought

The Archbishop of York
preached to undergraduates at St.
Mary's Church, Oxford, on
"Christianity and other reli-
gions." The habit of thought in
our generation, he said, was psy-
chological; but psychology would
not tell them whether a religion
was true or false.

This was the danger about the
exclusively psychological approach
to the comparisons of religion,
that it concentrated all the atten-
tion on the human attitude to-
wards something. The study of
comparative religion had been
psychological—that was to say, it
had paid all its attention to what
people had felt and thought con-
cerning the divine. But what
mattered to religious people was
not what the human attitude to-
wards something might be, but
what was the thing towards which
there was this human attitude
called religion.

"All religions have the same
sort of apparatus—sacred books,
consecrated ministers, and so
forth. They look very much the
same outside. The outsider sees
that both Christians and Moham-
medans confess one God, and
agree that He spoke through
Jesus Christ. The outsider observ-
es there is not much difference
between you. Why quarrel? Yet
when the Christian and
Mohammedan say there is one
God they make the same noise,
but they are not saying the same
thing. What many people want
to know of those who instruct
them in religion is not what they
are to think—they want to be
saved that trouble—but what is
the correct noise to make. It may
be a Nicene Creed or some
Mohammedan formula, or some
jargon about art or something.

"The Mohammedan says that it
is useless to pry into or try to
understand the designs of God,
and all that one has to do is to
submit. An investigator at
Smyrna, inquiring into the
amount of shipping at the port,
received the answer, 'My son, do
not inquire into that which it has
not pleased Allah to reveal.'"

Notions of Authority
The Archbishop went on to say

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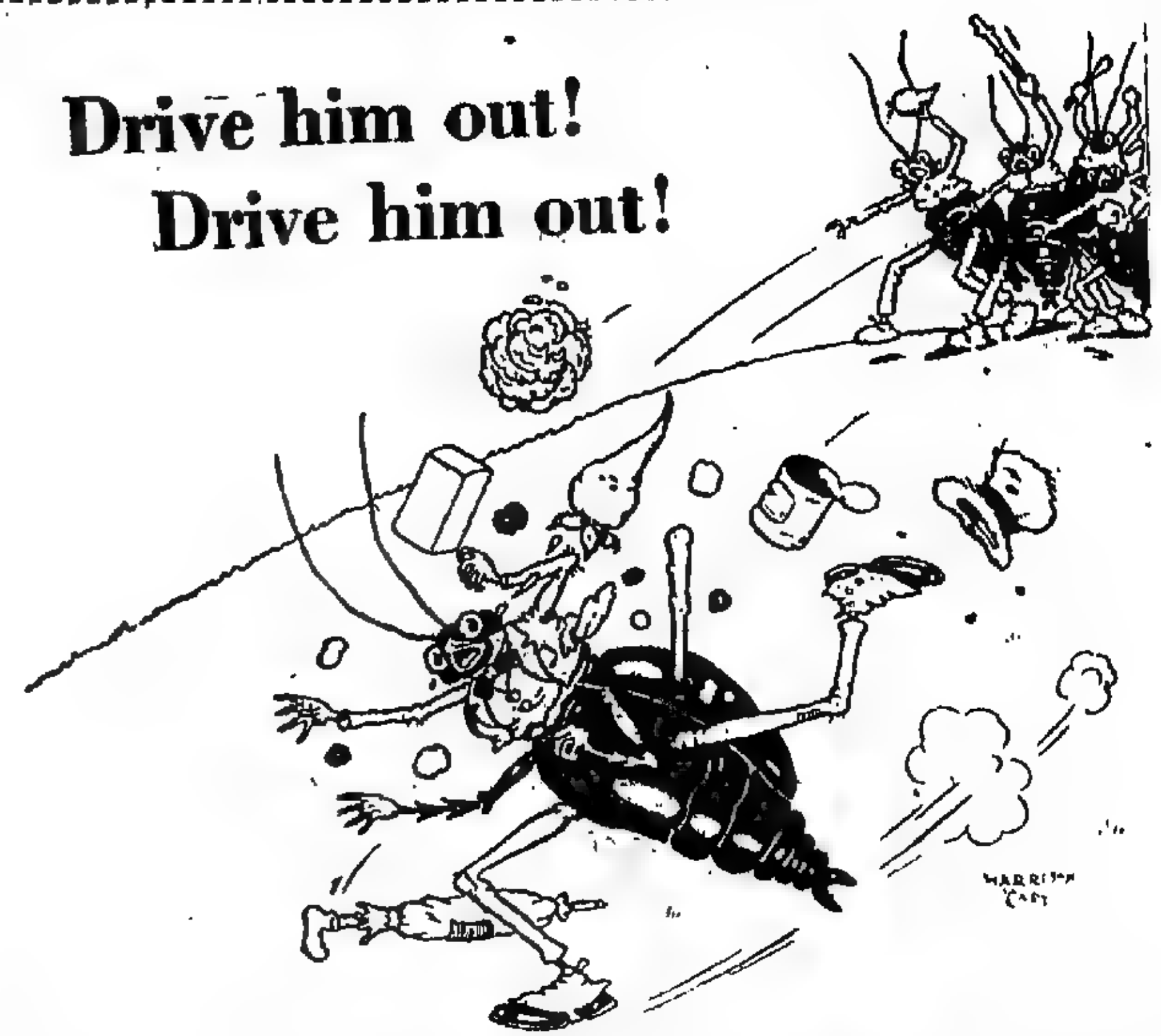
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Reading Room.

that the Christian religion was
closely linked with the three main
characteristics of the present day
—scientific advance, the democra-
tic tendency and the habit of
swift change and movement. "It is
the plain fact," he said, "that
science has had its origin in
Christian countries, and there are
those who would say that it is
actually a product of Christianity.
The fact that it arose and has
developed and flourished mainly
in Christendom is sufficient
ground for saying that there is
between it and Christianity a de-
gree of compatibility that will
not be found between it and other
religions.

"Democracy has transformed
our notions of authority. We all
make the laws which each is to
obey, and that means that in a
democratic age the idea of au-
thority from above is alien. But
with Christianity, from the be-
ginning, the notion of authority
has been in the past that of a
voice and a stimulus which comes
from within. So Christianity is
at home in a democratic age to
an extent to which the other re-
ligions hardly can be. The
modern tendency to change is
fatal to all religions based on a
code. But Christianity brought
no code; it brought a spirit."

Drive him out!
Drive him out!



He'll exterminate us all!

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RIGHT; He will exterminate them
all!

Peterman's Roach Food extermi-
nates every roach in your house.

It entices roaches from their hid-
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legs and bodies back to their nests.
They wriggle over all the others
there, over their young and their
eggs.

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GENERAL DYER'S "LIFE"

In the House of Commons on May
7 at question time, Mr. E. Thurtle
(Lab. Shoreditch) asked Earl
Winterton what action had been
taken on the representation recently
received by the Government sug-
gesting that the circulation of Mr.
Ian Colvin's book, "The Life of
General Dyer," be forbidden in
India. Earl Winterton: I have
not heard of any such representa-
tions. Mr. Thurtle: Is the noble
lord aware that the "Pioneer" news-
paper wrote to the Government
specially drawing their attention to
the undesirability of allowing the
circulation of the book in India?
Earl Winterton: As the "Pioneer" is
now an extremist newspaper I am
not in the least surprised that they
write to the Government. Mr.
Thurtle: Will he say what he means
by "extremist?" Earl Winterton:
Supporting views similar to those
held by the honourable gentleman.
(Laughter.)

Disagreed with Jury

The death has occurred of Mrs.
Elsa Marguerite Large, a prominent
Australian pianist and widow of
Captain E. Ryder Large, who was
found shot dead in his cabin aboard
the "City of Harvard." Mrs. Large
was the daughter of a former
South Australian Minister of
Education. It will be recalled that
when a verdict of suicide was re-
turned by the Calcutta jury at the
inquest on her husband she declared
that she would like to appeal against
the verdict but was afraid that it
would be too costly. Her husband's
life was insured for a substantial
sum which was lost owing to the
verdict of suicide.

Bank Manager's Fortune

Mr. John Henderson, late gen-
eral manager of the Clydesdale
Bank, Ltd., left estate to the
value of £237,664. Mr. Henderson
bequeathed £1,000 each to the
Western and Royal Infirmarys,
Glasgow, and £500 each to the
Victoria Infirmary and the Royal
Hospital for Sick Children.

A Whisky Special Train

A special train conveying
whisky which left the L.N.E.R.
Goods Station, Glasgow, for Lon-
don, weighed 750 tons and carried
ten thousand cases of whisky.

each case containing 12 bottles.
At 12s. 6d. a bottle the value of
the consignment was £75,000.
The bottles contained a total of
20,000 gallons and the duty pay-
able would be more than £50,000.

"Jack the Ripper"

"The Mystery of Jack the Rip-
per," published on May 4 clears up
the fate of this master criminal.
The author declares that Jack the
Ripper was a well-known doctor,
whose son was done to death by a
woman of the streets. This wo-
man he eventually murdered. He
knew she resided in the East End,
and therefore there was no need to
change the locality of his operations
for revenge. After the murder of
his son's destroyer, he went to
Buenos Aires, where he died in
hospital after making a confession to
a surgeon whose name is not
disclosed and to whom he whispered
just before death "Have you heard
of Jack the Ripper? I am he." Probably the most skilful criminal
of modern times, "Jack the Ripper"
terrorized London towards the end
of the last century by a series of murders, in which
the victims were invariably
women of a certain class. The peculiarly revolting out-
cry for the capture of "Jack the
Ripper," but, in spite of the efforts
of the police, the murderer was
never traced.

Summer Heat

The first thing that strikes one
in Britain, is the weather. Are the
seasons changing, or has science
made a "bloomer" in its calculations
of time and put all a few months
out?

Apart altogether from the scienti-
fic aspect there seem to be many
points from which the ordinary man
in the street may draw conclusions.
According to the calendar it is the
month of April, but if you go out in
a warm sun with the glass only a
few degrees below summer heat,
your mind back over the past few
years; think of the summer weather
in spring, spring weather in sum-
mer, and semi-summer again in
autumn. Winter is the only sister
of the four which in the last two
visits has preserved her pristine
reputation. Snow and sturdy
forest have been her followers but

she, even she, has fallen prey to
current fashion, and the snowy
robe with which she clothes the
world has been somewhat curtailed
of late. Who would mourn a
Scottish spring, with her continual
rains and grey skies or who the
sombre autumn when sleet and snow
chant in the gaunt forests the
dirge of the dying year? If science
has erred we thank her. If Nature
is changing we would say, as no
doubt the farmers would say, that
it is not before time. Let us have
summer riotous, glorious summer,
from April to November, and then
—let winter come!

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"Wooden Wall"

The mares—that old "Wooden
Wall"—which has been anchored
in the Tay, opposite Dundee, for
60 years is to cease shortly to be
a training ship, and arrangements
are being made by the Scottish
Education Department for trans-
ferring the committed boys, who
at present number about 90, to
Baldovan School and similar in-
stitutions. Economy has been
given as the main reason for clos-
ing down the Mares but it has
been known for some time that
the education authorities did not
regard training trips with favour.
What will happen to the old ves-
sel is not yet known. On board
are about 50 boys who have been
placed there voluntarily and the

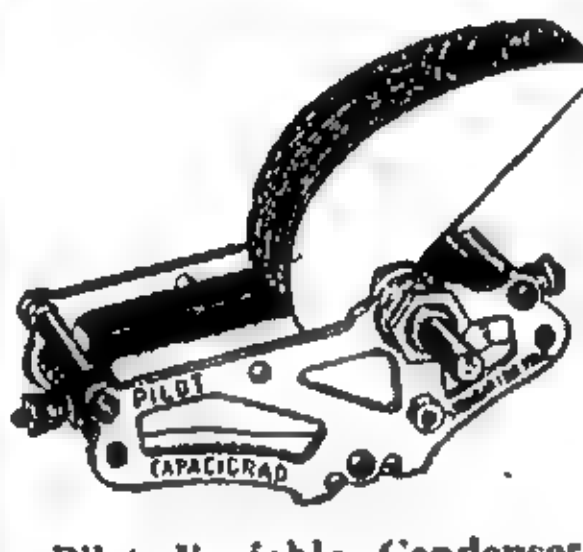
suggestion has been made that
the Mares might be used as a nau-
tical school for such lads. The
matter is to be taken up by the
Executive Committee of the Mares
along with the Edinburgh Com-
mittee. The Mares is nearly
ninety years old, having been
launched as a unit of the British
Navy in 1840. She served in the
Baltic during the Russian War
and was afterwards for a time on
the Mediterranean station. For a
number of years she was laid up
at Sheerness and was utilised as
a workshop. From there she was
towed to the Tay in 1869 and
since she has ridden at anchor
under the shelter of the Fife
shore. If she goes it will be hard
to imagine the Tay at Dundee
without her familiar outline.

Pedler Piper and His Ford

Itinerant pipers are now few,
but among the numerous wander-
ing musicians of varied accom-
plishments who pass through the
towns and villages there are still
a number who have fallen under
the lure and spell of the old Cel-
tic magic which throbs in the stir-
ring swell of the pibroch, or wails
in the plaintive and desolate cry
of the lament. Such a magician
visited the upland hamlet of
Tomintoul the other day and cast
the village under the spell of his
pipes—only, the spell was rudely
broken when next morning he
clattered out of the village proud
in the ownership of a very old
Ford motor-car. Accompanied by
his wife, he entered the village
and while he marched up and
down the street charming the in-
habitants with some favourite
Highland airs and collecting the
numerous coppers held out to
him, his good lady displayed an
assortment of goods in a basket
before the eyes of the charitable
housewives, who gave the seem-
ingly poverty-stricken couple as
much as they could spare. Next
morning the surprised and some-
what indignant inhabitants were
amazed to see the couple driving
up the main street in an old Ford
van. With mixed feelings they
watched it as it stopped at the
Shell pump in the Square to fill
the tank with petrol and, then
with a final roar and splutter, it
had rattled out of the village on
its unusual mission. A few days
later a vagrant singer, who visited
the village in the course of
his wanderings, was somewhat
perturbed at the stony looks
which met his pleas for assist-
ance, but his bewilderment in-
creased tenfold when he was re-
peatedly asked—"Where did you
place there voluntarily and the

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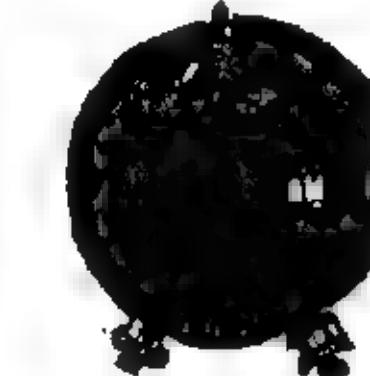
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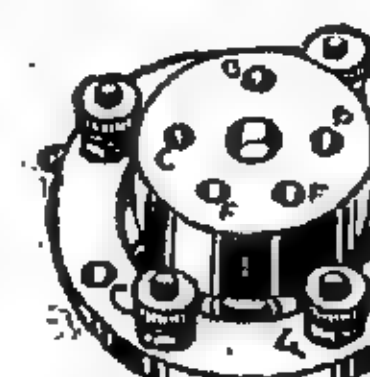
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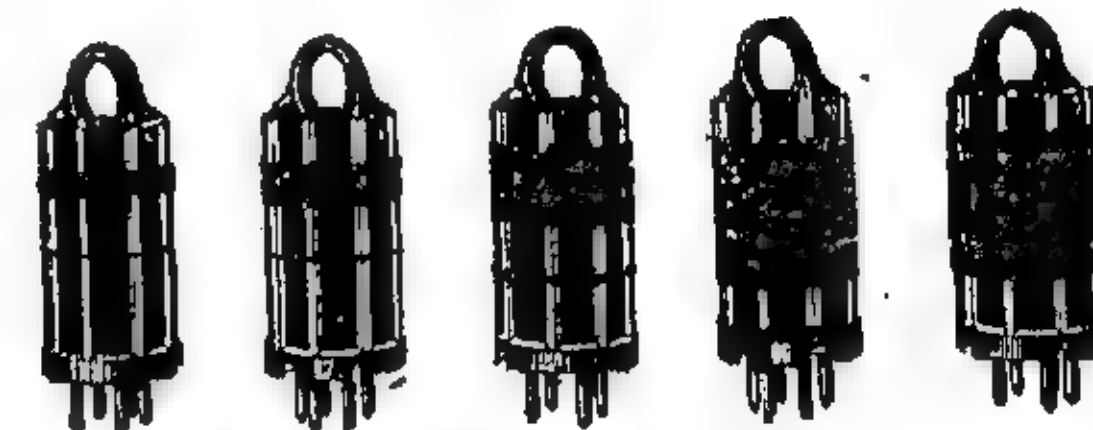
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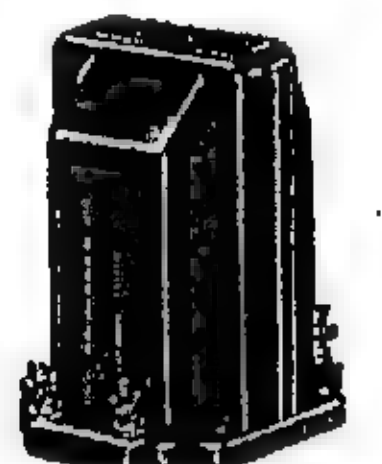
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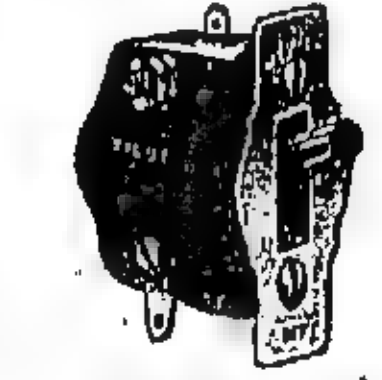
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GLOUCESTER ROAD

A number of changes in names
of streets is published in the
"Government Gazette."
"Gloucester Road" (to honour
of the Duke of Gloucester's recent

visit) is given to the road com-
mencing at the north-east bound-
ary of the Royal Naval Arsenal
Yard, being the new Praya and
running parallel with Lockhart
road, terminating at its junction
with Percival street.

His Majesty the King has not
been advised to exercise his power
of disallowance with respect to the
following Ordinance:— Ordinance
No. 1 of 1929.—An Ordinance to
amend the "Supreme Court Ordinance,
1878.



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PRESS CENSORS

Nanking's Queer Action

SUPPRESSING TRUTH

How Foreign Newspapers Are Treated

A pamphlet issued by the "N. C. Daily News," Shanghai, states, in part:—

Not content with severely censoring the native press of China, the Nanking Government is now embarking on a course of action calculated to prevent anything but their version of Chinese affairs coming before the public of the world. The Chinese press dare publish nothing in the nature of criticism of the government, nor of the Kuomintang party, which in effect is in complete control of the destinies of the country. And an attempt is now being made to prevent foreign journalists writing anything about China which is not favourable to the policies and actions of the government.

Censorship of foreign correspondents in China is difficult. It is possible to keep a careful watch on cabled despatches from Nanking, for from that city communications are carried on the Chinese Telegraphic Administration's wires and can be mutilated or completely held up at the discretion of the censors. But in the treaty ports, especially Shanghai, where foreign telegraphic services are not under Chinese censorship it is possible for foreign newspapermen to cable their reports to their head offices without let or hindrance. That, and paucity of accommodation in Nanking, are two chief reasons why correspondents prefer to remain in Shanghai, making only occasional visits to the capital.

Attempts at Expulsion

Failure thus to be able to control the foreign correspondent has led to the Chinese Government's adoption of a new scheme, namely, to endeavour to bring about the expulsion from the country of all journalists whose writings do not find favour in the eyes of the party. In this connection four American journalists have been singled out for attack:—Messrs. Rodney Gilbert, well known as the author of "What's Wrong with China?" Geo. E. Sokolsky, a contributor to the "North China Daily News" and editor of the "Far Eastern Review," Hallett Abend, correspondent in Peking for the New York "Times," and Charles Dailey, correspondent for the Chicago "Tribune" in the same city. Up to the present, only in the case of Mr. Sokolsky have matters gone much beyond threats, but in that gentleman's case the Nanking Government has formally addressed complaints to the American Minister in Peking asking that he should be expelled from the country. No action has as yet been taken by the diplomatic authorities of the United States, though the intentions of the Nanking Government have made amply manifest.

What Britain has done

With regard to foreign newspapers the Chinese government, ignoring treaty provisions, particularly in the case of British newspapers, which provide for the punishment of newspapers in the case of certain offences, has taken the disciplining of the foreign press into its own hands.

Britons living in China are subject to the jurisdiction of British Consular Courts in which the Laws of England are applied, with such modifications as may have been found expedient through experience in the past. Such a modification is found in the China Order in Council, 1925, Art. 80, sub-sec. 3:—

"Matters calculated to excite tumult or disorder, or to excite enmity between His Majesty's subjects and the Government of China, or the authorities or subjects of any Power in amity with His Majesty, or between the Government of China and its citizens shall be deemed to be seditious matter within the meaning of this Article."

Article shall not be tried except on a charge and by the Supreme Court. Severe Punishment Provided.

It will be seen then that the publication of anything inimical to the friendly relations between Great Britain and China is deemed to be seditious and may be punished as such by the British Supreme Court in China. The punishments

under the same Order in Council seem to include, after requirement to give security to abstain from printing, publishing or offering for sale such matter in the future, and upon failure to do so, or a repetition of the offence, the prohibition of the company from further carrying on business within the limits of the order, the forfeiture of the property of the company to His Majesty the King, subject to general or special directions of the Secretary of State for Foreign Affairs.

The punishments, therefore, seem remarkably severe, sufficient not to put a newspaper, properly conducted, on its guard against committing such an offence, but providing for the punishment of offenders to an extent which should be quite sufficient to meet even the requirements of the Chinese authorities.

Imposition of the First Ban

These latter, however, following a precedent established in 1927, have chosen to resort not to the constitutionally provided means for obtaining the righting of any wrongs they may have suffered but to wholly improper methods. In that year the Shanghai in the district in which Shanghai is situated took offence at certain criticism appearing in the "North-China Daily News" and ordered the Chinese Postal Service to refuse to accept that newspaper and the "North-China Herald," its weekly edition, for transmission through the mails. To the surprise of most people the postal authorities, who are answerable only to the Chinese Government and not to regional commanders, obeyed these instructions, with the result that for some weeks mail facilities were denied the above-mentioned papers. The total effect of this ban was to give the circulation department no little inconvenience in getting the newspaper out of Shanghai. Once that was done, however, the Chinese posts carried it as usual, clearly demonstrating that the instructions were purely local and observed by the Postal Service in a purely local interpretation. This stoppage was eventually removed and from 1927 until May, 1929, the two newspapers were carried in the Chinese mails without any trouble.

Towards the end of 1928, however, following upon the passing of Peking into the control of the National Government, and the intensification of the anti-Japanese boycott, an order was issued banning the Japanese owned, Chinese language newspaper, the "Shun Tien Shih Pao" from the mails. Some little while later the same procedure was adopted in connection with the American owned newspaper, the "North China Star," an organ which had been notoriously pro-Kuomintang. The ground of complaint was the publication of an article written by Mr. C. D. Bess of the United Press. No action appears to have been taken against Mr. Bess, and the orders against the newspaper in question were withdrawn after some weeks.

The Second Attack

The first overt indications of another attack on the "North-China Daily News" appeared about the beginning of April and were dealt with in an editorial article on the 11th of that month in the "North-China Daily News" under the title "Freedom of the Press." Seven days later at a meeting of the Standing Committee of the Central Executive Committee at Nanking it was decided to ban the "N.C.D.N." and the "Herald" from the posts, and, if necessary, order the Customs to assist in preventing the circulation of the newspapers abroad.

The reasons for this action, as contained in a Reuter's telegram of April 18, were that the "North-China Daily News" had been anti-Kuomintang and had deliberately attacked the Central Government in spite of repeated protests of the Ministry of Foreign Affairs. For the same reason it was decided to ask the American Minister to expel Mr. Geo. E. Sokolsky from the country.

No Protests Received

It should be said that no protests of any nature have ever been received from the Ministry of Foreign Affairs by the "North-China Daily News" or the "North-China Herald."

Nor does there appear to have been any protests whatever lodged

with the British Consular authorities, until after the ban had actually been imposed.

Nothing happened from April 18 until May 4, when early in the morning, the usual delivery of newspapers to be circulated by mail were taken to the Post Office. The Post Office refused to accept delivery, stating that that was according to the orders received from the Postal Commissioner. No notification of the withdrawal of mail facilities had been received by the "North-China Daily News" up to that time, and in fact was not received until some hours after the actual refusal had taken place. Consequently, since May 4 the circulation of the two newspapers outside Shanghai has been achieved at the cost of great inconvenience and some doubt as to whether subscribers in the outports and abroad are receiving as complete a service as it is the ambition of the papers in question to maintain.

What Are the Charges?

What are the charges upon which this action of the Nanking Government is based? If they exist they have at no time been communicated to this paper in any official manner whatsoever. The alleged protests of the Ministry for Foreign Affairs have never been made in a way calculated to reach the attention of the editor, nor is there any evidence that anything in the nature of an official communication was ever made to the British Consular authorities prior to the institution of the ban. If the Nationalist Government has any case whatsoever against the "North-China Daily News" it has never been presented in any form which would allow the paper to make its defence.

What Must People Think?

The above being the facts so far as the "North-China Daily News" knows them, what are the conclusions to be drawn from the action of a government which demands the restoration of juridical equality with the other nations of the world, which has for years insisted that its judicial system is sufficiently advanced to justify foreigners living within the confines of China being entrusted to its operation? In the first place the action of the Chinese government is lawless in nature. Under the Sino-British treaties, which still exist, a type of writing has been classed as seditious, not because it is *malum per se*, but made *malum prohibitum*, by a British ordinance designed to give the fullest possible effect to the treaties. Thus we find that the publication of anything calculated to injure the friendly relations existing between Great Britain and China can and shall be dealt with by the British Courts. It is to be assumed that upon proper representations being made to the Crown, proceedings can be taken to put the "North-China Daily News" on its defence and, if found guilty of the offence charged, it can be placed under security not to repeat the offence, failing which punishment might go even to the confiscation of the whole of the newspaper's property.

Difficult Action to Defend

Nor would such an action be at all easy to defend, for it would appear to be no defence that the statements published were true in substance and in fact, if the Court decided that their publication did in truth jeopardize the relations existing between China and Britain. The only defence the paper would have would be one solely within the discretion of the Court to accept—that nothing inimical to friendly relations had been done.

It will be seen, then, that in drafting the order in council calculated to give effect to the treaty, the Crown used the widest possible language designed to afford every assistance to the Chinese in prosecuting any such complaint against a British subject. There is not in any of the codes of China any such similar provision for the punishment of a Chinese newspaper found in a similar position.

But despite this, the Chinese government, adopting a course of action, which in the circumstances can be described as nothing but lawless, has taken matters into its own hands, has shown a complete

contempt for proper procedure and has created a situation which would be impossible in any civilized country. The Chinese government by its action has shown itself in this instance as in many others wholly unprepared for the abolition of extraterritorial rights.

How About Other Undertakings? What would be the position of other big undertakings in China if similar procedure were adopted? It would be possible to deny the mail to some important import and export firm, thereby severely hampering it in its business, and possibly even ruining it. It would be possible to ruin a firm by denying it the right to pass anything through the Customs: it would place in the hands of an executive which knows little of law and wants to know less when such suits its purposes, a weapon against which there could be no possible remedy. For we should like to see the fate of mandamus proceedings in a Chinese Court calling upon the Chinese government to do certain acts which it was its legal duty to perform.

There exists then, this present danger, a danger which threatens every foreign undertaking in China, even during the existence of extraterritoriality, a danger that by lawless executive action by Nanking, any undertaking which has incurred the dislike of someone or other in Nanking can be put out of business. What would happen for instance, if the Nanking Government decided to deny Customs facilities to the Shanghai Electricity Undertaking, and then seized its coal importations on the ground that it was smuggling? A far-fetched argument? The case of the "North-China Daily News" has only to be viewed logically in all its implications to realize that, extraterritoriality or not, the fate of every foreign institution in China is wholly dependent on the whims and vagaries of the gentlemen at present in power in Nanking.

"SOUND AT HEART"

England's Musical Life

At Leighton House, London, Mr. H. C. Colles delivered an interesting address on the subject of "Music in England To-day." While admitting that a pessimistic and self-deprecating point of view might conceivably be justified if we confine our attention strictly to the surface of things, he expressed the conviction that under the surface our musical life was very much healthier than it might at first appear. London, in particular, must not be regarded as typical or taken as the standard of comparison with other countries. Though our unsubsidized opera and orchestras might compare unfavourably with those of more fortunate countries, Mr. Colles claimed that there was more music-making by the people for their own pleasure here than anywhere else. To music, in fact, as in so many other aspects of the national life, we were haphazard and unorganised, but at heart sound.

Mr. Colles supported his thesis with many apt illustrations derived from his extensive experience of conditions in the provinces.

PASSENGER LISTS.

DEPARTURES

Per s.s. "Atsuta Maru" for Europe, June 15:—
Mr. and Mrs. H. E. Crippen R. E. Hartley, Mrs. L. M. Simmons, Mrs. Mande E. Buell, H. J. Wade, Mrs. A. M. M. Richardson, A. Simmons, C. R. Evans, P. Fullbrook, Mr. Mills, Carl Ritter, A. R. Forbes, Y. J. Hatch, and E. C. Beale.

LAST WEEK'S SOLUTION.

PODS BREWS RAGS
RIOT REGAL OPAL
ELLA ALANIL MITE
DYING DECLARED
I RUGS SEEN
COASTING DECAMP
ALL SNORT REVUE
TIPS GROUP DERR
EVENT EARED NAV
DENIES TITIVATE
PLEB NICE R
PREPARES TENSES
RUNE ALTAL DARE
ODOR PLECO EVIL
PEWS ESSEN DENY

ILLUSTRATED!

ILLUSTRATED!!

ILLUSTRATED!!!

A WEEK'S PAPERS IN ONE.

OVERLAND CHINA MAIL

SPECIAL COLOURED SUPPLEMENT with PICTURES of all local events is given in the

OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS and all the NEWS.

The Weekly paper that saves you the trouble of writing Home.

In the "Overland China Mail" this week, readers will find a "story" about a man confessing to putting water in milk. His doing so would not cause a furor in other parts of the world. Not unless people knew how valuable water is in Hong Kong at the moment.

Both from the lighter side, and with full details of the gravity of the serious problem facing the community, the water shortage has been written up for the "Overland." If you, in the strain of the last few days, have forgotten to write Home and you attribute your lapse to not being able to get a bath, support your claim by sending a copy of the "Overland" so that your friends will know all about the water famine here.

Naturally, "water" occupies the most important place in the current number of the "Overland." But it should be borne in mind that there is abundant other reading matter as well, so much so that the Post Office has had kindly to draw our attention to its growing bulk and weight.

The "Overland" is the only illustrated weekly budget of news published in Hong Kong. It gives you all the "local" and "China" (i.e., political and war) news of the week. Reports of the K.O.S.B. General Court Martial, for instance, will make welcome reading at Home. Be sure to get your copy in time and then put sufficient postage on—four cents for copy.

READY NOW — POST NOW

SINGLE COPY 25 Cents.

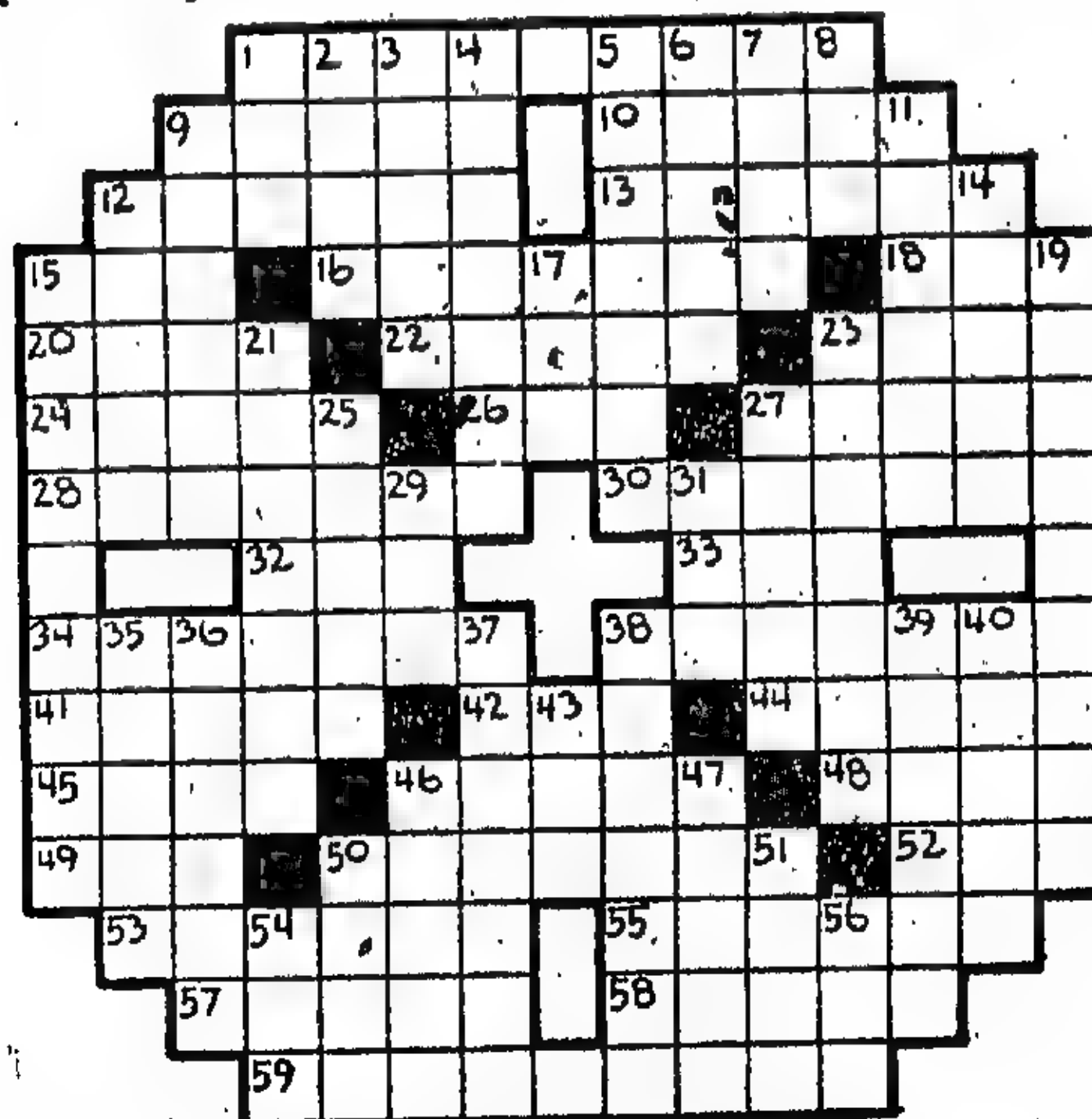
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No. 3A, WYNDHAM STREET—PHONE C. 22.

"THE OVERLAND CHINA MAIL."

OUR CROSS-WORD PUZZLE.

(This cross word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



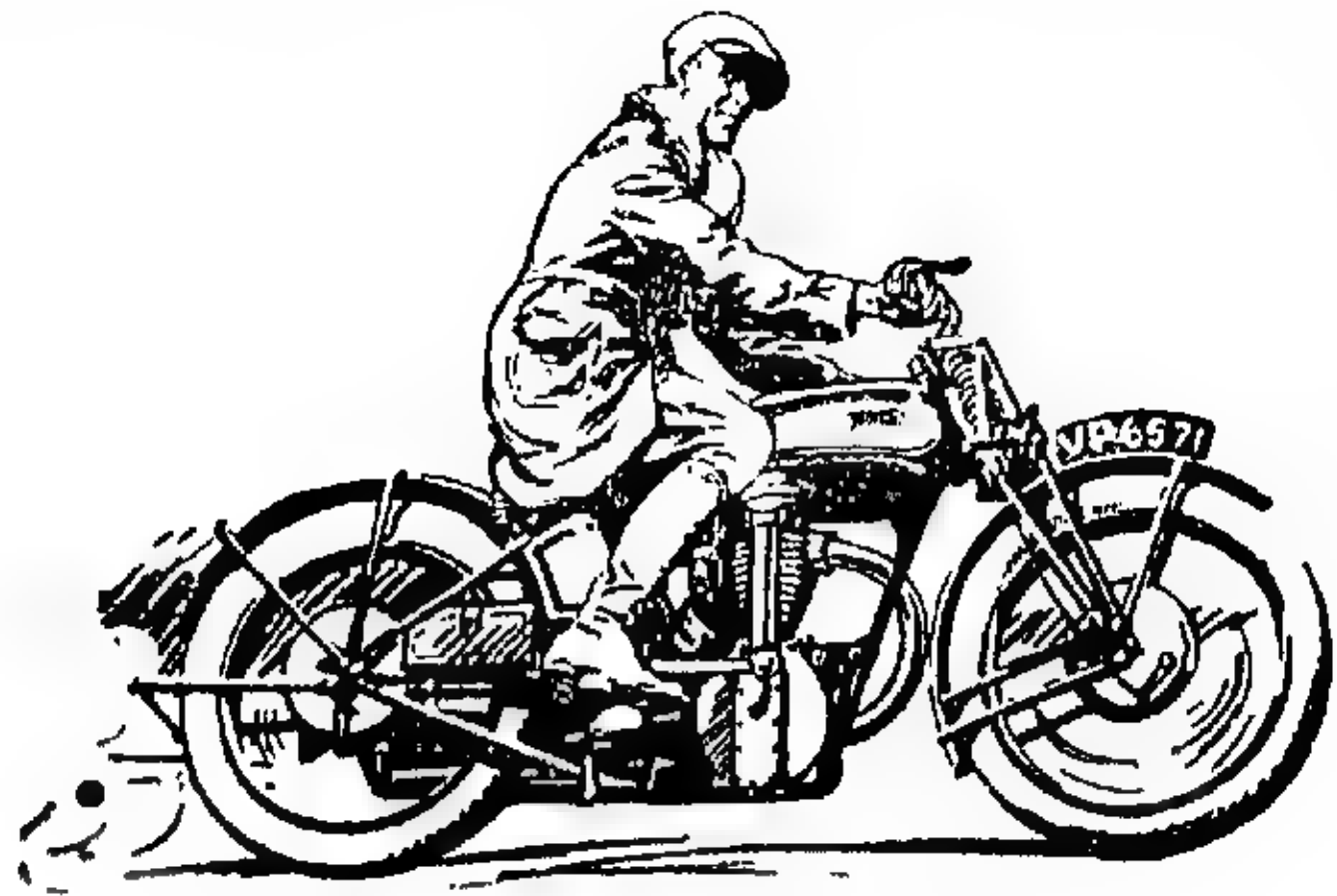
- | | | |
|---------------------------------|----------------------------------|--------------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Person of weak intellect | 42-Domestic animal | 14-Incline |
| 9-Vertical part of a step | 44-Place | 18-Deposits from office |
| 10-Climbing plants | 46-One of Great Lakes | 17-Anger |
| 12-Lie closely | 48-Scandinavian myth | 19-Recent time |
| 13-Compounds of metals | 49-Perch | 21-Tractable |
| 16-Dividend (abbr.) | 50-Election tickets | 23-A short poem (pl.) |
| 18-Compactly | 52-Solution | 25-Gay |
| 19-Layer | 53-Watcher | 27-Covers on the inside |
| 20-Refrigerated | 57-Nitrate of saltpeter | 29-Stain |
| 22-The nostrils | 58-Ghastly | 31-Animal's foot |
| 23-Strip of iron on sled runner | 59-Parasitoid | 33-Italian manufacturer |
| 24-Watery secretion | VERTICAL | 35-Son of Neptune |
| 26-Prefix, three times | 1-Slater (familiar) | 37-Instruments used in sailing |
| 27-Mosses | 2-Suffix, those who | 39-Rambles idly |
| 28-Go before | 3-Edible fruit | 40-Pointed |
| 29-Stringed musical instrument | 4-Ecological | 43-Be afflicted with |
| 32-Endeavor | 5-Those who elude | 46-Horse of swaying |
| 33-City's name | 6-Money drawers | 47-Resolute |
| 34-Clothes | 7-Singly | 50-Suize with the teeth |
| 35-One who cleans with a broom | 8-Prefix, New | 51-Inflamed |
| 41-Wavy | 9-Venerate | 54-Gratuity |
| | 11-Bent tube for drawing liquids | 56-Young goat |
| | 12-More precise | |

BRINGING UP FATHER.



MOTORISTS THIS IS YOUR PAGE

First In the World's Classic Races!



NORTON MOTOR CYCLES

It is the combination of perfect design and construction that set up this wonderful record of success. Let NORTON efficiency provide perfect motor-cycling for you. See or write for particulars of these models —

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You will be proud to own one.

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SOLE AGENTS

RIDE A MONET & GOYON
FITTED WITH M.A.G. ENGINE
Outstanding Achievements of This
FAMOUS ENGINE
The Most Difficult and Dangerous
Race in France
THE HILL CLIMB DE LA TURBIE
175 c.c. 1st, 2nd, 3rd, 4th, 5th
All on M & G.

250 c.c. 1st on M & G.
350 c.c. 1st on M & G. M.A.G. engine.
500 c.c. 1st on M.A.G. engine.
750 c.c. 1st on M.A.G. engine.

SIDECARS.—

350 c.c. 1st on M & G. M.A.G. engine.
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Easy Payments Arranged.
THE FRENCH MOTOR CYCLE CO.,
46, Nathan Road, Kowloon.

Enjoy the Summer
ON A—
HARLEY DAVIDSON

350 c.c. Side or Overhead Valve
THE NEW
500 c.c. Single
THE FAMOUS
750 c.c. Small Twin.
THE SUPER
1,000 c.c. Big Twin.

(For Solo or Side-car)

ONLY A FEW LEFT!

THE GASCON MOTOR CO.
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
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A GOOD ASSORTMENT OF SPARE PARTS AND
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Spare Parts
Batteries,
etc., etc.



Electric
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etc., etc.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Another African Expedition

An expedition has just started on the arduous journey from Cairo to the Cape. Three Morris-Commercial Six Wheeled vehicles are being used and are in the form of two caravans and a supplies wagon. One caravan is used for dining and the other for sleeping, and both are luxuriously furnished and equipped with every possible convenience. It will be remembered that two Morris-Commercial six wheelers were successful in crossing the hitherto unconquerable Kalahari Desert some months ago, so that the capabilities of these vehicles for explorative tasks have been thoroughly tested.

Road Finance

The Automobile Association has addressed a letter to Highway Authorities in England and Wales urging

(a) the importance of accelerating the construction of new roads and the widening of existing arteries;
(b) the need for steps to be taken to provide for the equitable distribution of highway costs over all classes; and
(c) the necessity for the future revenues of the Road Fund to be devoted exclusively to road costs. A model resolution is also being submitted to each Council for adoption and subsequent transmission to local members of Parliament.

Side-Valve v. O.H.V.

Which is the more popular, side-valve or overhead-valve machine? Last year the Ariel output was represented by 40 per cent. side-valves and 60 per cent. O.H.V.'s. The O.H.V. percentage was even then considered extremely high, but to-day the figures show 69 per cent. O.H.V.'s and 31 per cent. side-valves. From this it would seem that the side-valve machine, once so popular, is now definitely on the wane.

Automatic Traffic Control

A system of automatic traffic control in Liverpool has begun at the centre of the city. Signals, suspended on the spot where the traffic policeman stands, are given by red, amber, and green lights, indicating "Stop," "Get ready," and "Go," respectively. The function of the amber light is to allow time for vehicles which have crossed the stop line to clear the junction before the cross traffic is released, and to warn the driver stopped by the red signal to get ready to start immediately the green appears and the junction is clear. No vehicle must cross the "stop" line unless the green is showing. Pedestrians are advised to watch the signals before crossing the road.

What the Car User Pays

The Minister of Transport has recently issued a return giving particulars of the gross receipts from the taxation of road vehicles for the period from December 1, 1928, to February 28, 1929, and of the number of licences current at the end of February last. The gross amount received in payment for licences issued during the three months under review was £15,738,036. This total is subject, however, to various deductions in respect of rebates and refunds. The total number of motor vehicles on the roads on February 28 last, excluding tramway cars and various other types of conveyances, was approximately 1,481,000, including 727,000 cars taxed on horsepower, 343,000 motor cycles, 301,000 motor goods vehicles, and 75,000 motor hackneys.

Sloping Windscreens

One of the most irritating things in night driving is the glare on the windscreen produced by the headlights of the cars behind. Pulling down the blind of the back window will, admittedly, cut out the dazzle, but it also stops one from knowing what is behind. The most effective remedy for this is, of course, a sloping windscreen. If the screen is divided as well, it is more convenient to open when condensed moisture settles on it or when fog prevents successful vision. A sloping screen gives the car an extremely smart appearance, especially if the back of the body has a slight slope in the opposite direction.

Spread of the Six-Wheeler

British motor manufacturers have led the world in the development of rigid six-wheeled motor vehicles which are being employed in rapidly increasing numbers particularly in overseas countries where roads are bad or do not exist. Their great advantage is in being able to run across country and traverse ditches, deep sand, snow, mud, marshy ground, steep gradients or other difficult conditions which are occasionally to be met with and are impassable to any four-wheeled vehicles.

Market for British Cars

According to information received by the Department of Overseas Trade recently, the number of motor vehicles of all kinds imported into Chile increased from 1,500 during 1927 to some 5,000 during 1928. The reduction of the Customs import duties on motor-vehicles in February, 1928, gave a strong impetus to the sale of cars. Unfortunately, European manufacturers have not, up till the present, shared in this increase in the sales of motor vehicles; practically the whole of the market is in the hands of United States exporters.

Made 80 Millionaires

Mr. Alfred Sloan, president of General Motors of America, who is in London, is a very small man with a sad face and a voice that sounds tired. No one would think this little man was head of an organisation which has made 80 millionaires. His drawl is a very slow and pronounced one, and he talks little; but behind the kind and almost timid eyes there is an astute brain. When a colleague called on him he was seated alone in a luxurious suite in an hotel wearing a startling dressing gown of black and gold. He talked of million-dollar enterprises in the most casual way.

Choice of the War Office

Guy Motors, Ltd., have just received their 17th repeat order from the British War Office. This time the order is for 18 3.5-ton six-wheeled subsidy type chassis, which are similar to many of those previously supplied.

Motorists as Police

The Swiss Automobile Club has just requested the Government to take more severe measures in respect to imprudent, foolhardy, or drunken drivers of motor-cars. The object is to prevent fatal accidents, which have been so frequent of late. It is suggested that drivers of cars who, during a period of five years, have never been summoned or had accidents, should be sworn in as constables of the road, with authority to stop any car on the road which is infringing the regulations and, if need be, to report the fact to the authorities. It is also suggested that a person driving a car while in a state of intoxication should not only be prosecuted, but should also be definitely deprived of his driving licence.

Economy in Road Transport

It is a most extraordinary fact that, although economy of running is the fundamental basis of efficient motor transport, very few owners take the trouble to keep an accurate record of what their various vehicles cost per mile. To obtain the utmost benefit from these records it is obviously essential that an independent record be kept for each vehicle in the fleet. Vehicles of similar load capacity may vary in cost as much as 2d., 3d., or even 6d. per mile, but this will never be realised by the man who merely slumps the running expenses of all his machines, for his average cost may be moderately satisfactory through the loss occasioned by a wasteful machine being offset by one or two machines which are more than usually economical. It is essential, of course, that an accurate mileage recorder be fitted to each machine, though some makers fit such a recorder as standard to all their productions and, having confidence in their machines, encourage users to keep comparative records of the cost of all their machines.

1,200 Miles in the Dark

A very strenuous test of a motor-cycle combined lighting and ignition set was recently carried out in Britain under Auto Cycle Union observation. A standard Lucas "Magdyno" set, fitted to a 3.48 h.p. motor-cycle and sidecar, completed a run from Nottingham to Land's End, and thence to John O'Groats, a total distance of 1,221 miles, running only after dark. Every mile of the total distance was driven in the dark during eight nights, and there was no daylight charging of the battery, which was under full load of all lamps, head, tail and sidecar, throughout each night. Almost Arctic weather conditions were encountered, with fog, sleet and snowstorms. There were 26 degrees of frost at times, and the Gramplans were crossed in a severe blizzard with 18 in. of snow in places. No trouble whatever was experienced, however, except for a headlamp bulb breakage at 800 miles, and the rider says that the "Magdyno" gave a brilliant light and constant spark throughout the journey of nearly 80 hours.

JUNIOR TOURIST TROPHY RACE

Won by F. G. Hicks
on
348 c.c. Velocette
Using

GARGOYLE
Mobiloil

Make the chequered guide

ALL SIZES IN STOCK

The NEW 6-PLY Silvertown Balloon extra heavy

Sole Agents:—
THE CHINA MOTOR SUPPLY CO., 28-28a Des Voeux Road C.
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Its powers and speed will surprise you

Take this New Chevrolet out into the country where the hills are steep and grades are long — out where you can open the throttle and see the speedometer hand creep up and up!

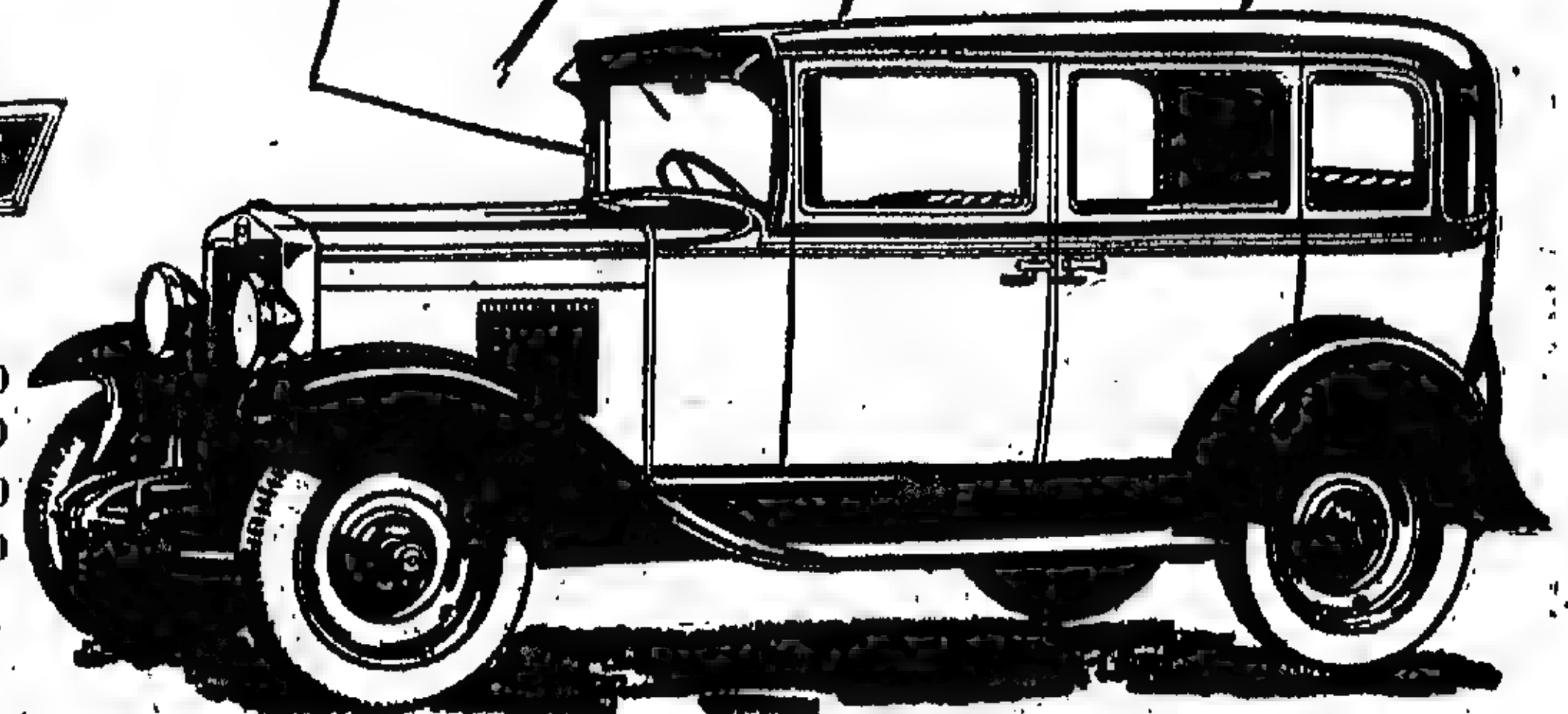
That such sensational power and speed are available in a car that costs no more to buy or maintain than a four is why Chevrolet's 16 year reputation for economy is carried to new heights.

Let us take you for a ride — and the car will tell the story.

The Outstanding Chevrolet of Chevrolet History



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The new Chevrolet Sedan upholstered in green Corduroy.

WHIPPET SALOON

Scottish Paper's Praise

"Owner-Driver" writes in the "Glasgow Bulletin":—
The perfect car has not yet been made: the perfect car is here, which is but a brief way of saying that the car which cannot be improved is on view in any showroom. And, while it is being sold, the designers and the mechanics are at work further perfecting perfection.
I remember a year or two ago speaking to the designer of the car which I had just bought at Olympia. He indicated what might be done next year, and in a few minutes convinced me that in less than 12 months my car would be rather out of date. A truly comforting thought, wasn't it?

We Must Progress

Now just as the world cannot stand still, neither can the manufacturer of a motor car. The maker who thinks he can rest on his reputation for a year will very soon rest for a longer period; for just as the public will turn from the great singer who was, so will it abandon the automobile which is no longer up to the very second.
I do not mean that every motor car which is now on the market boasts of every refinement known to the automobile engineer, for when price is considered that would be an impossibility; but with first cost as the prime factor in production, the manufacturer of a £200 car must provide the purchaser with an article which is as good in every essential as the £200 car manufactured by a rival. What the other maker selling cars at £600 does not concern him so very much; give him the other £400 and he will probably manufacture a car of equal merit, but, in the meantime, he will ask you to consider what he offers for those two hundred pounds of your hard-earned money. And that is what I am about to do, for during the week-end I was trying out one of the new Overland "Superior" Whippet saloons, selling at £198.

"You Will Be Disappointed"

I do not know that I am wise in quoting a man's words in evidence against him, but these were the words Messrs. Macharg, Rennie and Lindsay, of Berkeley Street, Glasgow, used when handing it over for test. I suppose Mr. Macharg, like many other folks, thinks me a hard, fast driver, but I hope I am

not yet unable to judge a car on its merits and performance and appointments on its price. I admit at once that if I were to step from a £1,000 super-sports projectile capable of phenomenally high speeds on all gears into a Whippet I would be disappointed, but my disappointment would not necessarily be just. Price must be considered, and considering the price of the "Superior" Whippet saloon I most certainly was not disappointed. On the contrary, I was pleasantly surprised at the general roadworthiness and acceleration of the vehicle, the more so because I have quite clear recollections of the performance and appointments of the first "Whippet" I drove. Not that it was a poor car; it was not, but if anyone, even the most expert salesman, tried to sell one of them against this new model and had to live on his commission for doing so he would most certainly die of starvation. On performance, appearance, equipment, size, and detail finish this new model has the old one beaten to a frazzle, and it is selling at a lower selling price. Thus do we progress.

In view of the maker's claim that this 15.6 h.p. saloon is a top gear I took it over Whitefield. Rest and Be Thankful, and Glen Kinglass to Cairndow, and returned via Loch Lomondale. The first change down—and I have decided objections to pushing a car on top when hill climbing—was made just 60 yards short of the top of the gradient up from Garelochhead, which performance, with a load of 26 stones, must be considered very good when it is remembered that a portion of the hill has a gradient of 1 in 7. The car just failed to surmount the "Wee Rest" on top, the change into second having to be made at the first telegraph pole below the stone dyke while the "Big Rest" demanded the second ratio a little below the bridge. On that gear the road speed did not fall below 20 m.p.h., while the speedometer recorded 30 m.p.h., as the summit was breasted. The only other gear changes made during the run were at the Cairndow hill (where a motor cyclist complete with pillion nearly went through the windscreen by cutting a blind corner), and the rise from Arrochar. Of course the first question which one asks when such a fine top-gear performance is recorded is:—What is the top ratio? The answer is that it is 4.55 to 1, and that information makes the fact more interesting. The

complete car is stated to weigh 22cwt. on a wheelbase of 8ft. 7½in. and a track of 4ft. 8in., the width making a 50in. rear seat possible, while the front seat is no less than 44in. wide. From 10 m.p.h. the car will accelerate to 40 m.p.h. in 18 seconds, but during such a test the power unit is by no means unobtrusive.

On the Road

The doors are wide, the upholstery quite comfortable, leg room ample, and elbow room very liberal. One point which I must praise. The petrol tank is at the rear of the car, a feature which must commend itself to thinking people, who will also be interested to know that the gauge does record the quantity of petrol in the tank, a most uncommonly truthful gauge.

The makers are to be congratulated on the mudguards, the size of the headlamps, the general finish of the car, and the extraordinary value they offer for such a comparatively small sum of money.

MOTOR NOTES

Three Great British Feats

British motoring achievements are rife just now. A particularly fine performance was that of Mr. Kaye Don in lowering the track lap record at Brooklands with a speed of 132.6 m.p.h. in his Sunbeam car.

This is the fastest speed ever recorded on Brooklands since the track was constructed in 1907. It was designed for a maximum speed of 120 m.p.h. But it is doubtful if the engineers who built it ever thought that this speed would be reached.

Mr. Kaye Don's car was capable of a maximum speed of 160 m.p.h. His attempt was therefore a definite challenge to the safety limit of the track. He secured his speed by terrific acceleration and of course superb driving.

He is probably one of the world's greatest track drivers to-day. He will be a great asset to Britain in the great international motor races of 1929.

Next year we shall probably see him attacking Major Segrave's record.

Tall, fair, good-looking, usually smiling and always so when he is up against it, he has become a very

popular figure among racing crowds.

A Remarkable Event

Although Capt. Malcolm Campbell failed to lower the record of 231 m.p.h. set up by Major Segrave at Daytona, he had the satisfaction of beating the previous U.S. record by no less than 11 m.p.h.

His car is also an entirely British product. For two British-made motor-cars to beat a world record held by the U.S. within so short a space of time is indeed a remarkable event.

Blue Bird, Capt. Campbell's car, was equipped with a similar engine to that used in the Golden Arrow. The car was a composite affair to which many British accessory firms contributed.

Since it last ran at Daytona a year ago, when it set up a world's record of 207 m.p.h., Blue Bird has been provided with a new body made by the Arral Aster Engineering Company. In view of its increased speed, the body, with its super streamlining, was apparently a success.

Verneuk Pan, the great dried-up lake 400 miles from Capetown where the test was made, has also proved a success, and no doubt it will be used again for such purposes.

Rival Propaganda

Capt. Campbell was influenced in going to South Africa by the fact that our rivals have been conducting an extensive propaganda in that country mostly on the lines of attacking local records. His achievement cannot fail to help the British motor industry.

While travelling along a tramway route constructed on the underground conduit system recently, a member of the R.A.C. staff suddenly became aware of the fact that his progress was accompanied by a series of bright flashes, while a "certain liveliness" on the part of various onlookers indicated that something "out of the ordinary" was occurring.

He therefore drew in to the roadside and pulled up.

Investigations showed that the speedometer drive cable had become detached and had evidently fallen through the tramway slot, thus making contact with the conductor rail below.

Fortunately the driver's action in pulling in to the kerb before stopping had withdrawn the speedometer drive cable from the slot, but it is not difficult to visualise the circumstances which would have resulted had the car

come to rest with the metal drive in contact with the live cable.

While the speedometer cable was in contact with the conductor rail, the metal parts of the car would have been "live," and had an occupant of the car then alighted, and touched any of the metal parts a severe and perhaps dangerous shock would have resulted.

The New Hillman

The Hillman "straight-eight," introduced at the Motor Show in the autumn, is now in production. I heard high praises of it, and these were confirmed during a recent trial run.

The price and engine capacity of this new British product make it a keen competitor with the medium powered foreign vehicle.

At the same time the car is by no means too big for the home buyer. It is just over 2½ litres in capacity (2,620 c.c.), and has an annual tax of £20. With its 4-speed gear box it can do its 50 m.p.h. on 3rd gear and 79 m.p.h. in top.

Its acceleration is well above average. At £485 for the saloon with Triplex safety glass, Dewandre brakes, furniture, hide upholstery and special fittings, it strikes a new note in British motor-cars.

The Cylinder Head

The design of the cylinder head of an internal combustion engine is a matter of considerable importance. Rapid strides have been made in the development of the Ricardo head, which is the invention of a British engineer, Mr. Harry R. Ricardo.

The essence of the invention is the creation of turbulence of the mixture in order to produce a rapid spread of the flame—in other words, perfect combustion. It is claimed that the Ricardo head increases acceleration, effects fuel economies owing to the fact that all the spirit is burned, and helps hill climbing.

Numbers of makers of commercial and public service vehicles have recently adopted the head. Cylinder heads suitable for a variety of popular makes of cars can be supplied.

Tests of Engines

Many motorists are aware that car engines are usually subjected to bench tests before being fitted to the chassis; but it is not generally known that, in addition to this, the chassis itself sometimes undergoes a prolonged test which verifies not only the engine itself, but also the gear-box, back axle, and all parts of the transmission.

This type of test, in conjunction, of course, with the usual bench test and followed by a road test, has many obvious advantages over the road test alone.

No matter how efficient a tester may be, he cannot, on the road, find out minor imperfection in the transmission, for road vibration must necessarily tend to minimise them.

When, however, the bare chassis is run under a system which enables the power at the back wheels to be electrically recorded, expert examination can at once locate the slightest undue noise or vibration.

Mass production, perhaps, may be blamed for a reluctance of some makers to assure perfection in this way. Several of our leading manufacturers, however, consider it more than worth while, an example being found in the Humber works at Coventry.

Every model there is subjected to a prolonged chassis test, after the engine has been "passed" and before the complete car undergoes a strenuous road test.

Operation Described

Take the case of the Humber Nine, a light car which is becoming increasingly popular these days. As soon as a chassis is completed it is fitted with a "slave" pair of rear wheels.

The chassis is then mounted so that each of the rear wheels bears on a pair of rollers connected with dynamometers.

After the engine has been warmed up in neutral, second gear is engaged and the car is run "light" for an hour.

Top gear is then used for an hour, under load, at half throttle. For the remainder of the test—a further two hours—the car is run all-out in top.

During this time electrical readings of the power transmitted by the back wheels are taken. A definite power output for each chassis must be recorded and the transmission must conform to a standard degree of silence.

During this test the chassis is loaded with a weight equal to that of the body and a full complement of driver and passengers. Apart from the fact, therefore, that the front wheels do not revolve, the test is in all ways equivalent to one on the road, with the added advantage that the transmission and so forth can be examined in a way impossible during road test.

Prominent Official

Mr. H. R. Spicer, the new general secretary of the Society of Motor Manufacturers and Traders, is quite a young man. He is 30 years of age, and before he succeeded Col. Hacking he had charge of the statistical department of the society.

He was a King's scholar at Cambridge and captain of Eton.

He served as a lieutenant in the Coldstream Guards, and after the war was engaged in the Engineering and Allied Employers National Federation.

Welcome Home

Major Segrave's welcome home to Britain was overwhelming. It proved one thing—namely, that given the opportunity the British public is ready, in fact eager, to proclaim their national heroes.

The trouble is that on many occasions the opportunity is not provided. The crowds in the streets during the procession from Waterloo to Westminster Hall, where the official "Government" reception was held, were simply enormous.

No better proof was needed of how this particular record, requiring supreme skill and courage, catches the public imagination.

From the point of view of the motor industry, Major Segrave's triumph has all the greater value in view of the fact that no fewer than 29 British manufacturers of components were employed in the Golden Arrow.

Failure on the part of any one of these would imperil the whole venture.

The success of the car created wide attention in the United States. Capt. J. S. Irving, the designer, has already received several offers to leave Britain and take up positions with United States car manufacturers.

So far he has not succumbed to temptation.

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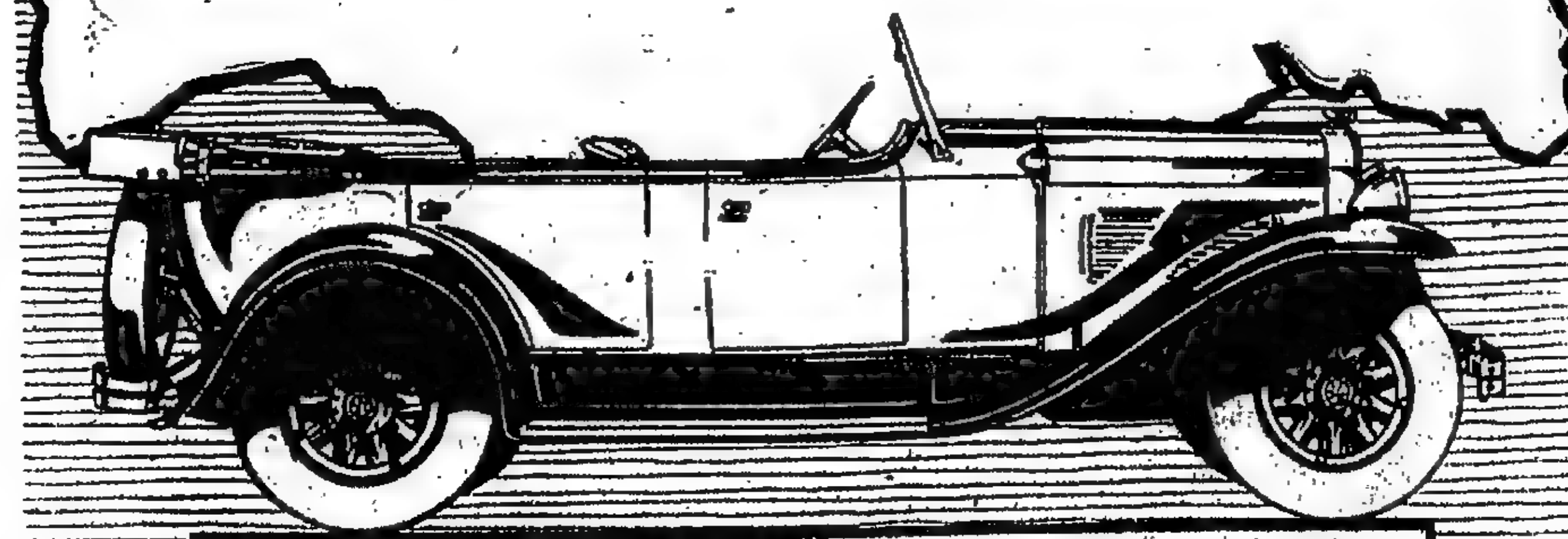
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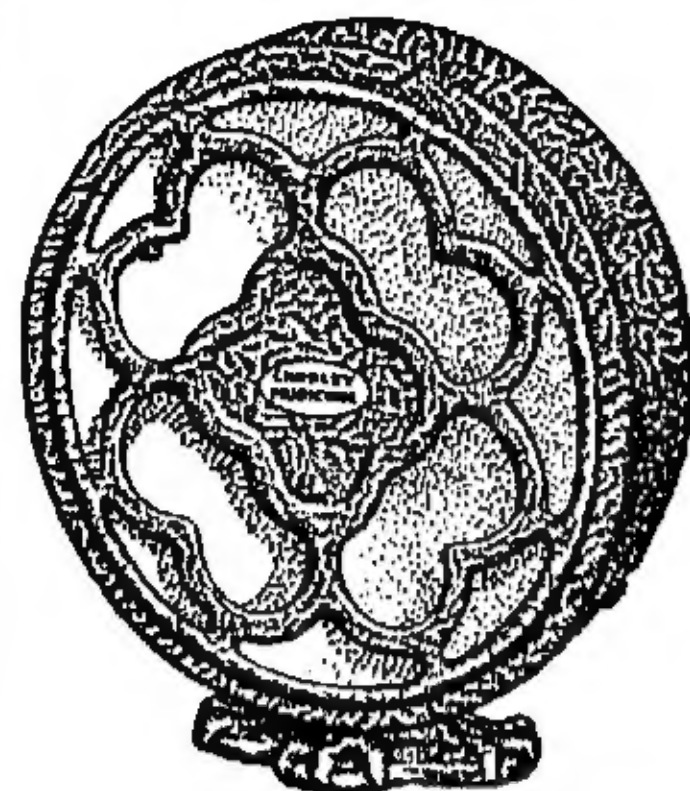
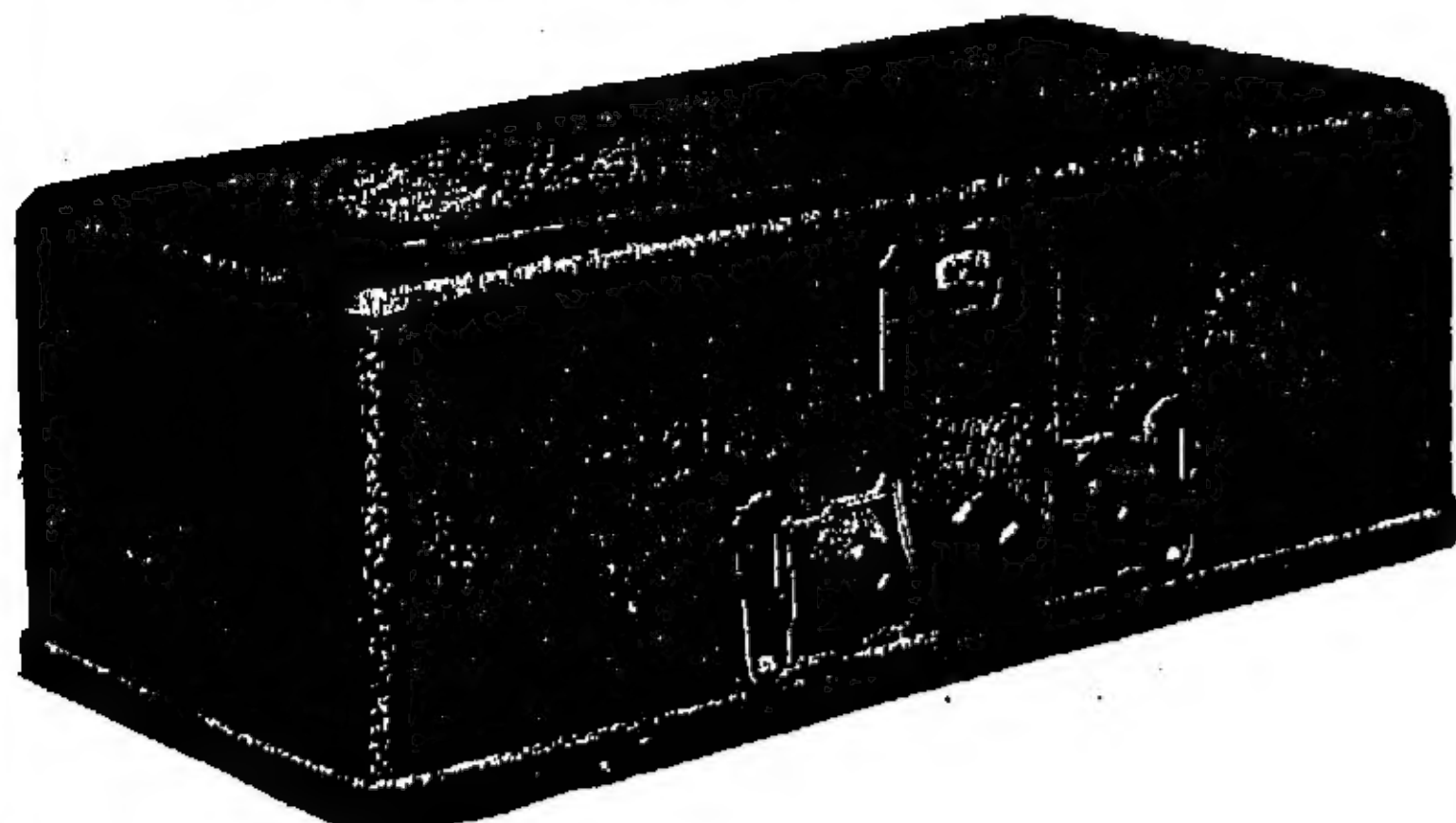
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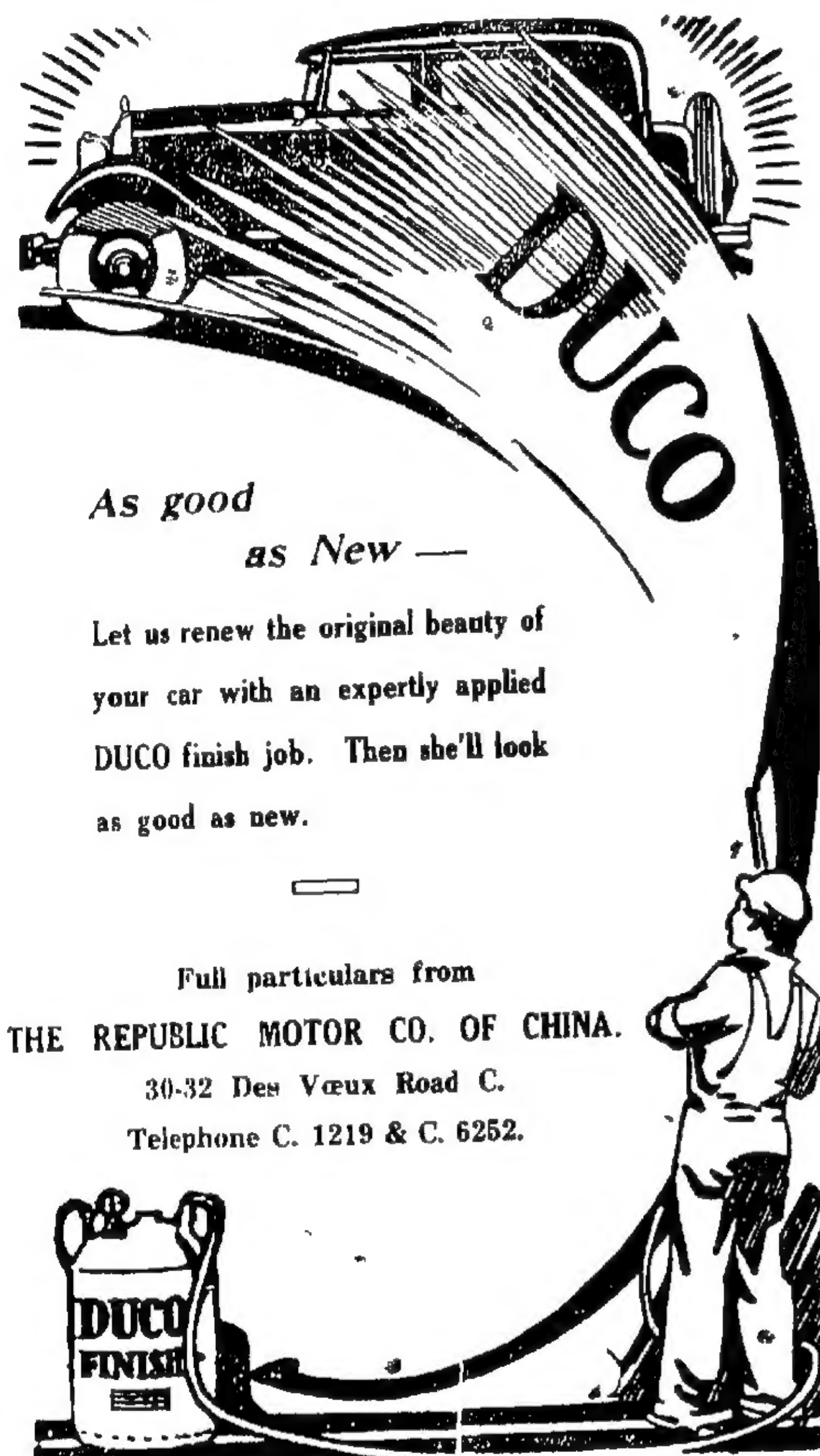
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POPULAR CAR

Whippet Wins Show
Cup

The Whippet was the most popular car shown at the Rockland County automobile show held recently in Nyack, New York. The Judge Auto Company Willys-Overland dealer in Nyack can and does make this claim and can substantiate it.

Previous to the opening of the show it was announced that each person visiting the exhibition would be provided with a ticket stub upon which to write the name of the car that impressed them most. These stubs filled in, were deposited at the door as the visitor left the exhibition.

As an incentive the show management offered each dealer a number of votes for each \$100 of new business through show sales. Aggressiveness on the part of dealers and salesmen was thus rewarded.

Publicity in Papers

When the show ended and the votes counted it was found that the Whippet was far in the lead, with a total credit of \$25,000 votes.

While the crowds that visited the Whippet exhibit at the show, and the number of orders that were taken attested to the popularity of the line, the Nyack dealer did not rest on his oars following the show and allow the momentum to carry the car where it would. The Nyack dealer is not that sort of an automobile merchant.

When the result of the vote was made known, Mr. Judge, formerly a member of the dealer organization of a competitive manufacturer, immediately set about to make the honours won by the Whippet do their part toward making this the Judge Auto Company's greatest year. The story of the contest and the award was carried to every person in Rockland County through the medium of display advertisements in the newspapers. The cup was placed on exhibition at the salesrooms of the dealer and invitations were issued to customers and prospects to visit the dealer headquarters to view the award and to see the car that won it.

Enthusiasm Abounds

Dealers and owners are alike in their enthusiasm over the prospects for the year and the performance of the line. Past performance sells cars. Any manufacturer admits this as an axiom of the industry. Hence outstanding performance is worthy of especial note so that progressive dealers and salesmen everywhere may take advantage of it so that they may make more satisfied owners and more sales and more profits and more commissions.

PROTEST TO M.P.s
New Road & Tax Policy
Demand

The Automobile Association recently sent a letter to every member of Parliament asking for support for a new policy of motor-car taxation and road development.

Regarding the present incidence of taxation and the diversion of money from the Road Fund to other purposes, the letter states:

Communications which the association is now receiving by every post from all parts of the country leave no doubt as to the feeling of resentment which this intolerable position has created among those who, merely because they own motor vehicles, have in this way been deliberately singled out to bear burdens which are for the common weal, and, therefore, should have been spread over the whole community.

After pointing out that "the time when it could be said that motor-cars were luxury vehicles has long since passed," the letter states that from the time of the imposition of the petrol tax in last year's Budget to the end of the year:

With unusually good weather conditions prevailing, the number of motor vehicles licensed was actually less than in the same period for the preceding year. Previous years had shown successive increases.

Britain Marking Time

This, it is submitted, substantially indicates the grave effect of the over-taxation of motor vehicles on the progress of motor transport, and it is also urged that:

Side by side with the highly unsatisfactory position of motor transport, the construction of new roads and the improvement of existing highways—the original objects of the special taxation of motor vehicles—have been held up. In relation to the needs of future and present traffic, Great Britain is really "marking time."

It is imperative for a much wider view of road finance to be taken, enabling substantial relief in the harmful and excessive taxation of motor transport, and providing for the necessary acceleration in the construction and improvement of highways sufficient to cope with present and future requirements.

The letter concludes: "These questions are of vital and urgent importance to the country as a whole, and call for immediate attention. It is, therefore, earnestly hoped that you will consider them and use your influence to secure a substantial reduction of motor vehicle taxation in the Budget."

AT 60 M.P.H.

Story of Stolen Car
Thrill

A thrilling story of a constable's ride on the footboard of a motor-car travelling at 60 miles an hour was told at Liverpool, when Leonard Byron Morris, aged 22, a homeless labourer, was charged with stealing a motor-car.

Mr. F. Borrow, prosecuting, said that half an hour after the car had been missed Constable Bradshaw saw it in Walton going towards Aintree. He signalled to the car to make inquiries, placing one foot on the running-board.

"While the officer was taking particulars," said Mr. Borrow, "Morris made off at top speed, with the constable standing on the running-board gripping the window frame."

Morris drove at between 60 and 60 miles an hour and took no notice of several policemen who signalled him to stop. A young woman in the car screamed and threatened to throw herself out unless it was stopped. Morris slowed down, and the woman stumbled into the roadway.

Tried to Crush Him

"While this was taking place Bradshaw got a grip on the steering-wheel and tried to stop the engine, but Morris accelerated and again reached a speed of between 50 and 60 miles an hour."

"He zigzagged all over the road, and several times attempted to crush Bradshaw against other vehicles. When they got to Old Roan Bridge, where the road is very rough, the constable had to relinquish his hold and fell into the road, injuring his head. The car was afterwards found abandoned. Morris was remanded."

IMPORTANCE OF THE
SPEEDOMETER

In view of the controversy on the merits of the built-in type of speedometer for motor-cycles, it is interesting to note that this type was employed in the standard Dunlop machine which recently covered 25,000 miles in 23 days 2 hours on the Montlhery Track. Messrs. Dunlop & Elliott, Ltd., in testifying that the Smith speedometer worked perfectly throughout the test, stated that, indeed, their success was to a great extent due to the accuracy and reliability of the instrument, as it was so essential that they should maintain a steady average speed throughout, which was only made possible by continual reference to the speedometer reading. The performance of the instrument was undoubtedly due to the fact that it was of the built-in type with gearbox drive, in which the gears receive automatic lubrication and the speedometer head is fitted on the best sprung portion of the machine.

HEALTH TESTS FOR DRIVERS

The sudden illness of a motor-omnibus driver at Home led to an accident which only fortunate chance prevented from having fatal results. The first thought on reading of such an occurrence is certainly of the extreme rarity of such physical failures on the part of drivers of public vehicles.

Nevertheless, the possible consequences of such accidents are so serious that it is worth while to take every precaution against them, rare as they are. The example of the railways, where drivers are subjected to a searching medical test on appointment, and annually thereafter, is an admirable one.

Something of the kind is already done by the London General Omnibus Company, who at least examine their new drivers and insist on a fresh test before a man who has been seriously ill returns to work. But not all the smaller proprietors are quite so careful.

It is their duty to commit the lives of their passengers only to men of proved physical fitness for the responsibility. A systematic medical test, repeated at regular intervals, should be imposed as a matter of course on every driver of a public conveyance.

KEEP TO THE NEAR SIDE

Why is it that so many drivers will cling to the centre of the road, or as close to it as they can get? The private motorist, is, perhaps, the greater culprit, but the man in charge of the commercial vehicle is not always free from blame in this respect. At one time, when roads were severely cambered, keeping to the kerb was sometimes a risky procedure, but with modern roads there is little or no excuse. We have noticed, too, says "The Commercial Motor," that if an endeavour be made to pass a crawling vehicle which is well out into the centre of the thoroughfare the driver will often put on speed—an objectionable way of road-hogging.



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A SAFETY RECORD

That General Motors plants are safe places to work was proved again by their safety record for 1928. The eight fatalities in plants were only half the preceding year's total and, per hours of work, the decrease was 65 per cent. When one considers that there are 220,000 General Motors employees the fatalities are few indeed. Facts show that our employees are nearly seven times as safe at work as elsewhere. This clearly indicates that our better safety methods and the fine co-operation of their employees are bringing results. The families of almost every one of their workers who died last year were aided by General Motors Group Insurance.

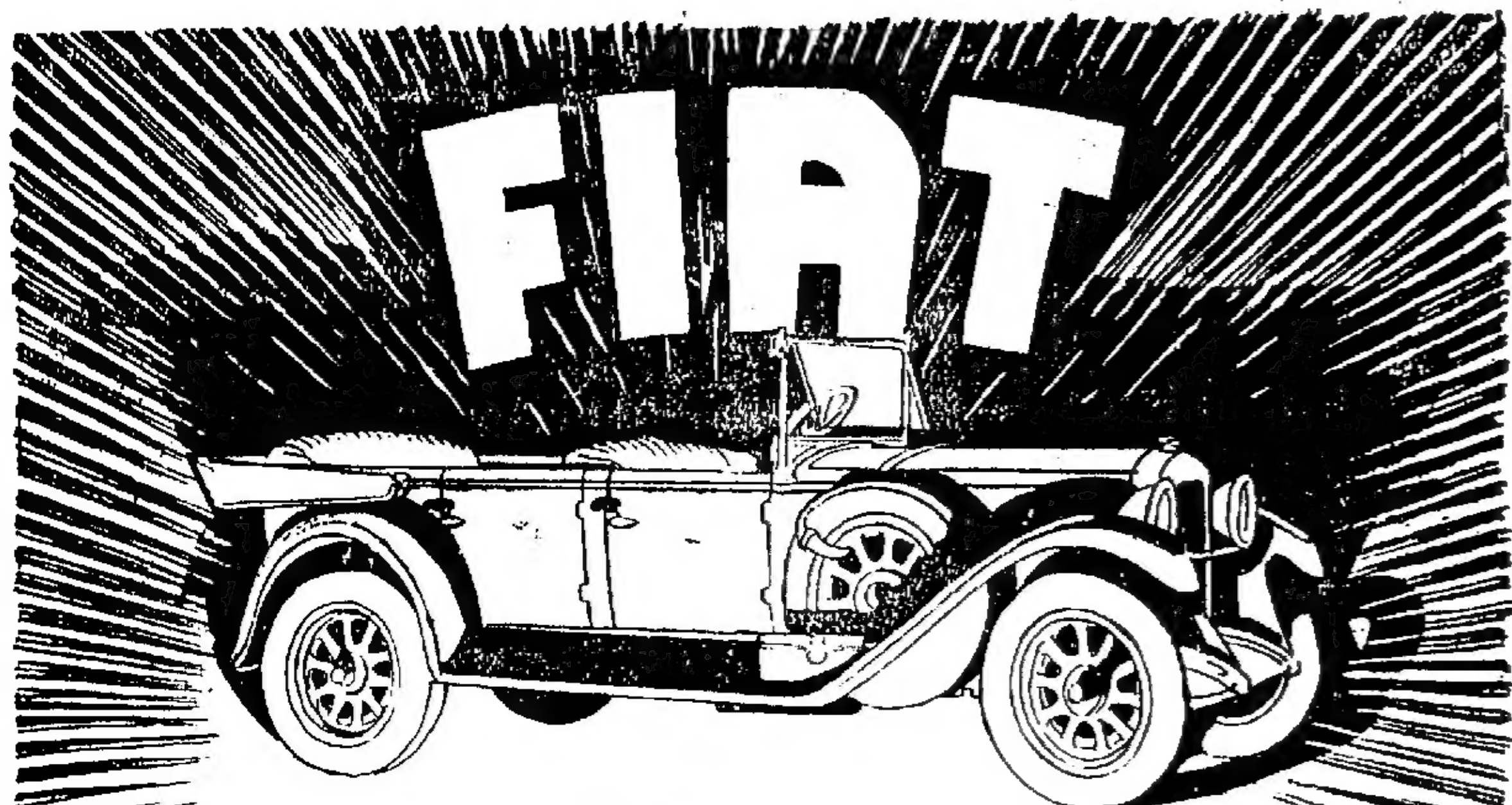
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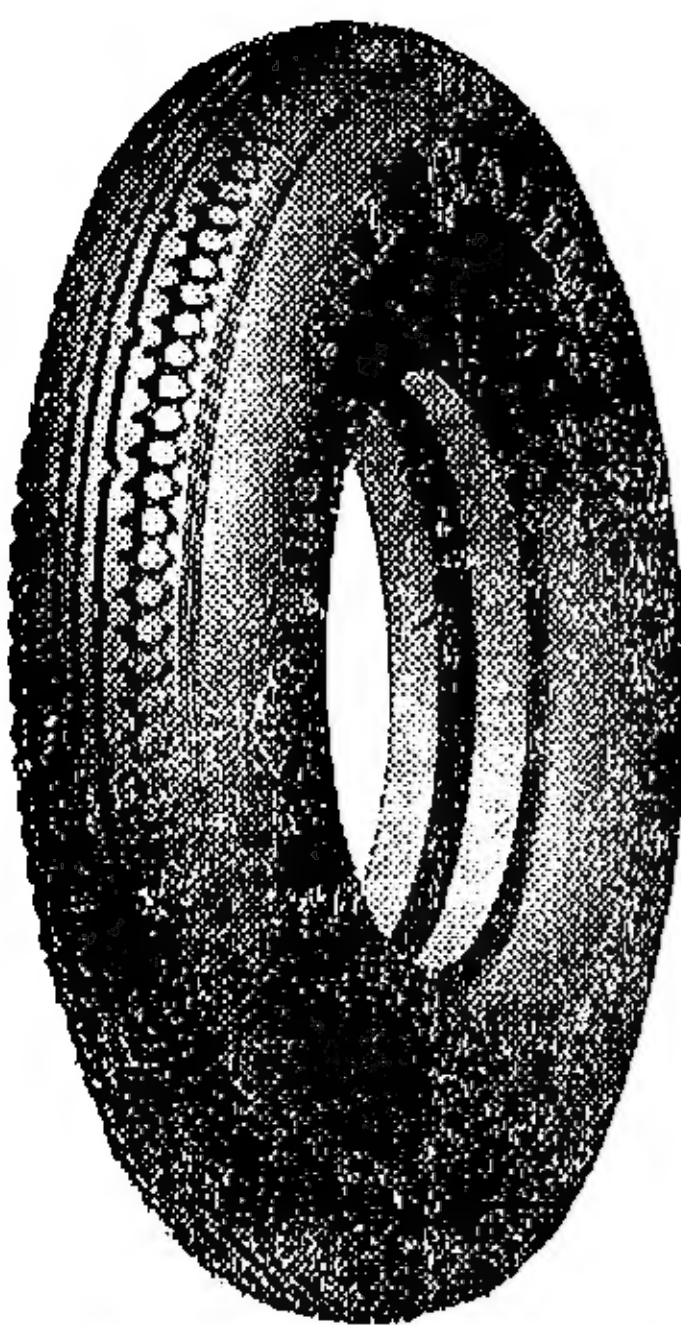
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Extract from the letter of a well known local WHIPPET owner.

One point which may interest you is the extraordinary good service I have obtained from the original tyres which are FISK. The two rear tyres have just been changed after running well over 15,000 miles and the front tyres, which have done a certain amount of service on the back wheels, are still going strong.

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CROSS-ROADS DANGERS

The serious collision which took place recently between a private car and a motor omnibus at the intersection of Sutherland Avenue and Shirland-road, Malda Vale, London, draws attention once again to the need for something to be done to grapple with the problem of cross-roads. The intersection referred to is typical of thousands that exist in large towns and cities, and the evil of it is that until an accident has taken place these crossings are not treated with the respect they deserve because drivers are not warned of their danger.

In country districts, says "The Light Car and Cyclecar," practically every dangerous cross-roads is now identified either by an official warning sign or by a sign erected by one of the motor-ing associations. In towns and cities, however, the opposite is the case. Signs are conspicuous by their absence, and serious risks are run every day by even the most careful drivers. With the

MODEL A FORD

Coupe Wins Against Time

"How Poncet Won His wager, or From Saigon to Hanoi in 48 Hours 58 Minutes," might be the title of an account of a race against time made in French Indo-China in a model A Ford coupe, in which Mr. Poncet covered 1,798 kilometres (1,115 miles) in the lapse of time of less than 44 hours and in a driving time of 32 hours.

The story of the trip as given by Le Courier Automobile at Hanoi, has been received by the Ford Motor Co. as evidence that the speed and reliability of the new Ford has attracted attention in Asia as well as in Europe and the United States. It must be borne in mind that Asiatic nations do not possess the roads and have not been so accustomed to fast driving as have Americans. In describing the trip the account says, in part:

Made Wager

"First of all, it was a magnificent sporting exploit that proved the qualities of audacity and endurance of the person accomplishing it; secondly, it is a magnificent mechanical exploit that proves the qualities of speed, power and flexibility of the new Ford.

"Mr. Poncet had made a wager to arrive in Hanoi in 48 hours. His friends tried to persuade him not to leave. 'You have lost in advance,' they told him. 'Don't risk your life to be vainglorious.' He did not listen and he was right. He had a passenger as far as Tourane, Mr. Caillard. From Tourane he was alone and drove the whole distance himself.

Stops Made

"In leaving Panther a horse literally threw himself at the car, and it is a miracle that the trip did not come to an end then and there. The searchlight was demolished, the right headlight broken and could not be used. The rest of the trip was made with a single headlight."

The account gives a detailed schedule of the trip, and continues:

"The stops made for gas and water, for rest and meals and time spent in crossing in the numerous ferry boats on the way made a total of 12 hours. The actual driving time was 32 hours, or an average of 66 kilometres (34.77 miles) per hour. At the arrival nothing was out of order, nothing broken. Not one spark plug had been changed. Before starting the car had already covered 3,000 kilometres, driven carefully and exclusively by the owner.

Drove Like a Savage

"I drove like a savage," Mr. Poncet said, 'going through the villages or arriving at road turning at 75 kilometres (46.57 miles) an hour, slowing down with the brakes in 20 metres (21.8 feet), departing, or rather leaping off, at the touch of the accelerator. I doubt that any car but the Ford could do the same thing. In any case, it would be nearly impossible without the Ford suspension to hold the wheel so long at sometimes 75 kilometres an hour on a road not bad, but constantly filled with difficulties, short turns, narrow bridges, fillings, etc. I estimate that with a closed Ford—I am in favour of the closed car because of the fatigue caused by the wind and the rain—and with two drivers taking turns, which would permit the reduction of the stops to the strictest minimum, the trip could be made in 36 hours. I add that the trip seems impossible to me, even in 40 hours, with any other make of car."

APPEAL FOR FUNDS

Debts Insured on Capt. Campbell's Attempt

Cape Town, May 10.

The Automobile Club is issuing an appeal for subscriptions to wipe out the debts incurred at Verneuk Pan in connection with Captain Campbell's speeds attempt and to accumulate a sum of £5,000 to assist overseas motorists to re-attempt the world record at Verneuk Pan.

THE OPPORTUNIST

The other day I was driving placidly along a main road in the suburbs of London just before dusk, when a night watchman suddenly emerged from his dug-out and made unmistakable signs to me to stop.

Rather surprised, as there was no visible obstruction ahead, I nevertheless, pulled up, to be greeted with—

"Excuse me, guv'nor, but can you lend me a pair of pliers for a tick? I've bought a tin of sardines for me ten, and I've burst the bloomin' key."—"Contact," in "The Motor."

Maiden Vale smash before them as an example, it is to be hoped that the responsible authorities will take an early opportunity of making a close investigation into the question with a view to something being done to safeguard the public.

HILLMAN "EIGHT"

Praise From Home Writer

Combinations and mergers are necessary in Britain to reduce prices. That has been the effect of the joining together of Humber and Hillman. Another result is the marketing of a British eight-cylinder car at £485 overseas to compete against American multi-cylinder engined models of higher price. The Coventry factories are now giving deliveries of this new eight-cylinder Hillman, and Messrs. Rootes, the exporters, allowed me (says a writer on the London "Daily Telegraph") to take delivery of one of these saloons at Coventry and drive it to London.

Fitted with a four-speed (forward) right-hand change gear-box and Dewandre vacuum brakes, this eight-cylinder car is particularly easy to drive at a high average speed without fatigue, owing to the lightness of the Marles type of steering, the general balance of the engine, and the absence of vibration or shock to the occupants—a result of well-designed suspension. The car I tested had been driven only 135 miles in its works final test. Yet it ran between fifty and sixty miles an hour nearly all the way from Coventry to Davenport without any hesitation. Its maximum speed when fully "run in" would be about seventy-two miles an hour, but actually sixty-five miles an hour was only just touched for a few moments in this trip.

On a main-road run of this kind, apart from traffic contingencies it is a top-gear drive the whole way with this Hillman. I recommend owners to start in second, get into third as soon as possible after moving off, and the top will carry them over anything except freak climbs. Double declutching both up and down, with average pauses to accelerate the engine's speed-up when changing down, should give the driver silent changes. The coachwork of the saloon is well fitted with leather upholstery, side-arms for passengers in the rear seats, electric lighters, and the usual de luxe equipment. At £485 this saloon is the lowest-priced eight-cylinder in the market at the present time.

THE TRACTOR

Plea For Longer Trials

As the motor vehicle for transport on the roads has, to a large extent, superseded other media, so must the agricultural tractor attain a greater degree of popularity in due course. Shortly after the war tractors came into prominence, but with the tendency to convert arable land to pasture became more prominent their progress was, to a considerable degree, stayed. They now appear, says "The Commercial Motor," to have assumed the role of supplementary means for haulage and the provision of power, horses and stationary engines respectively being regarded as the main sources of energy. Obviously, this state of affairs shows a great deal of room for improvement, and the problem is: How can it be effected?

One of the primary causes of the backwardness of the tractor movement is the absence of trials of an official nature. Those which were held in past years enabled a certain amount of spade-work to be performed, but the lack of continuity has, to some extent, undone this good beginning; publicity of any kind must be persistent if it is to be effective. Future trials should be of longer duration and cover a wider range of agricultural duties in order to prove to the hesitant farmer and small-holder that modern haulage units are capable of fulfilling their demands.

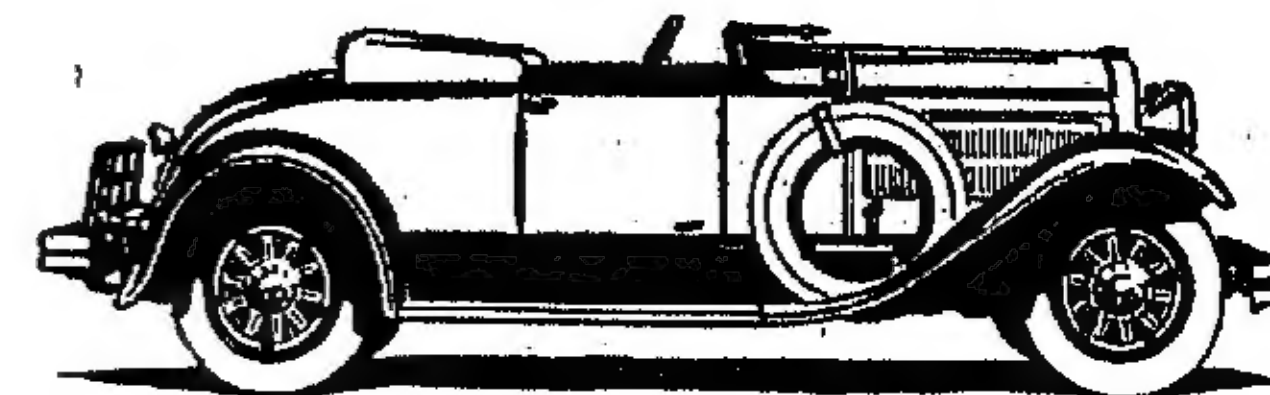
NEVER LEND A LICENCE

Some little-known points in connection with The Motor Car Act are raised by a legal correspondent in "The Light Car and Cyclecar." Lending a licence is an offence, he says, and both lender and borrower can be convicted. If the borrower has no licence of his own in force he can be convicted of driving without a licence, for which there are heavy penalties, and the lender, in these circumstances, will be liable to similar penalties, inasmuch as he aided and abetted the borrower to commit the offence.

The chief offences on a conviction for which a licence may be endorsed or suspended include all offences in connection with the driving of a car, such as dangerous driving, noise, bad brakes and failure to stop after an accident. A first or second conviction for exceeding the speed limit, failing to produce a licence on demand or infringing the lighting or number-plate regulations do not entail the risk of suspension or endorsement of a driver's licence.

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BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BEAN.—Lane, Crawford, Ltd.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHANDLER.—The Asiatic American Co., 11, Queen's Road East. Tel. C. 575.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

CLYNO.—Lane, Crawford, Ltd.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.

ESSEX.—The China Motor Supply Co., 28-28A, Des Voeux Rd. C. 1558 & 3532.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goetze & Co., China Building. C.2221.

FORD.—Wallace Harper & Co., Ltd.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.

HILLMAN.—Lane, Crawford, Ltd.

HUDSON.—The China Motor Supply Co., 28-28A, Des Voeux Rd. C. Tel. C. 1558 & 3532.

HUMBER.—Lane, Crawford, Ltd.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilman & Co., 4A, Des Voeux Rd., C.

WILLYS-KNIGHT.—Gilman & Co., 4A, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street. Tel. C. 244.

BEAN.—Lane, Crawford, Ltd.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

FEDERAL TRUCKS.—The China Motor Supply Co. 28-28A, Des Voeux Rd. C. Tel. C. 1558 & 3532.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goetze & Co., China Building. C.2221.

FORD TRUCK.—Wallace Harper & Co., Ltd.

FORDSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

GRAHAM.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goetze & Co., China Building. C.2221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd, Des Voeux Rd. Central.

MOTOR CYCLES

R. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1087.

HARLEY-DAVIDSON.—Gascor Motor Co., 2, Kwong Wah Road, Kowloon. K. 1242.

HUMBER.—Lane, Crawford, Ltd.

MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.

NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

FISK TYRES.—Gilman & Co. 4A, Des Voeux Road, C. Tel. C. 290.

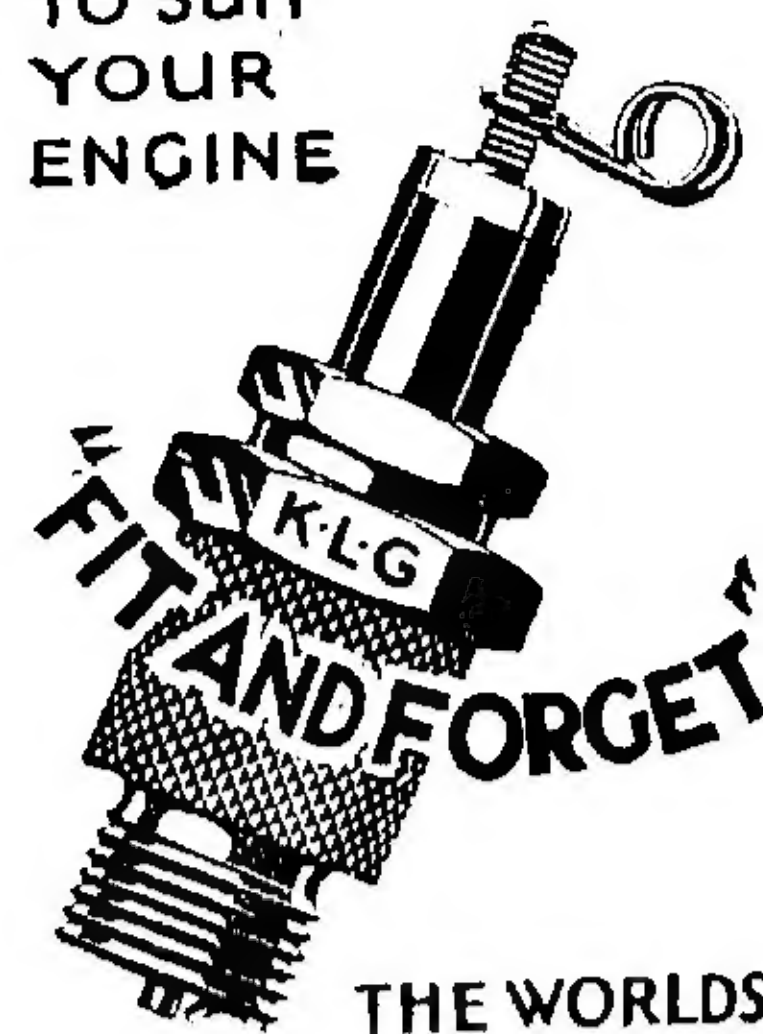
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K.L.G.

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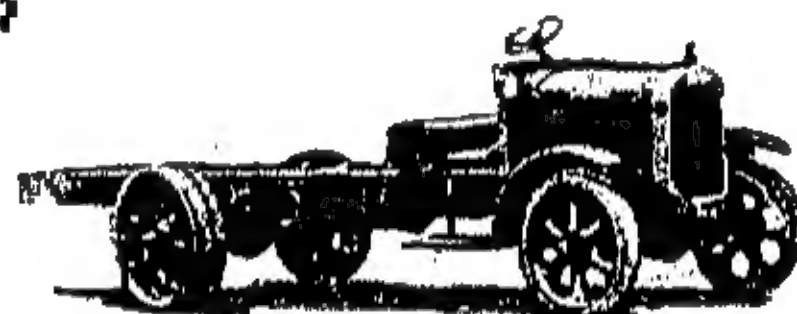
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MOTOR TAXATION

Why Motorists Criticise It

Dealing once again with a Budget introduced by the Chancellor of the Exchequer, in which no substantial relief is forthcoming to the road-transport industry, it should be made clear once more that motorists—as such, and apart from the fact that they are general taxpayers—do not object to reasonable motor taxation, remarks "The Motor." They protest, and will continue to protest, against a tax that is excessive and a system which is inequitable to the individual and harmful to the motor industry.

It is interesting here to record that from a supporter of the Government has emerged a very fair criticism on this point. Speaking on the day after the presentation of the Budget, Sir Robert Horne, who has himself held the office of Chancellor of the Exchequer in a Conservative Government, made this statement:—

"He was convinced that our present system of motor taxation was established on an entirely erroneous basis. The tax upon power worked against our success in the markets of the world, and he hoped that at some time or another it would be found possible for a system of taxation which, at the present time, robbed us of an enormous industrial activity to be so changed as to give us an opportunity of competing on equal terms with our rivals in the world's markets."

That is a sound, common-sense statement and it is deplorable that, after eight years' experience of a taxation system established on an entirely erroneous basis, we still have to endure it and the industry and trade still have to suffer under it.

MOTOR NOTIONS

Cheaper Than For Years Past

Thus the London "Daily Mail": Old motorists can console themselves with the fact that despite certain impositions motoring is still cheaper than it has been for years past. This applies also to motor-cycling.

Newcomers to both pastimes can also join the ranks cheerfully in the knowledge that they are entering their apprenticeship under highly favourable circumstances.

Whoever acquires the new car or the new motor-cycle or bicycle now is getting in at the beginning of things.

Delay may mean the loss of precious days.—It is whispered that our factories are becoming very busy, so that he who hesitates may be disappointed by delay in deliveries.

The statement that motoring and its allied pastime are cheaper by far now than in the past needs a little qualification.

The largest initial expense is the purchase of a motor car or a motor cycle. Memory is short, but it is as well to recall that at the beginning of the 1929 manufacturing season prices of many cars were considerably reduced. The prices of some of the medium-powered cars were dropped by as much as £100.

15,000 Mile Tyres

This sum will buy a great deal of petrol even at its present price. Another big item in motoring expenditure used to be tyres.

Now tyres to-day are very cheap—cheaper than at any time in motoring history. Further, they last an extraordinary long time.

We are apt to complain now if a tyre gives up the ghost before it has carried us at least 15,000 or 16,000 miles. But there was a time not so many years ago when we were very proud and happy if our tyres lasted us for 5,000 miles.

The motoring horizon has been considerably extended by the cheapening and development of the very small motor car. And curiously enough the popularity of these little vehicles has had very little effect on larger cars.

We shall see a very large increase in the number of women at the wheels of motor-cars, both large and small. It is a mistaken notion that women generally favour very small motor-cars.

The medium-powered car, the high-powered car, and the high-speed car, if properly designed, are as safe to handle, if not safer, than some of the small vehicles.

Those who look after their own cars will find some of the new patent labour-saving washing outfits a great convenience and an encouragement to look after the car's toilet. The jack supplied with the average car is a poor instrument, and should be replaced by one of the labour-saving type.

Where a luggage container is not fitted one suited to the car should be acquired. A picnic basket is also a great asset to the motorist.

Utility Motor-Cycles

A new development in motor cycling is the progress of the light-weight motor cycle ranging in price from about £25 to £35. Many of the leading motor-cycle manufacturers are now making this class of machine.

MORE MOTORS

Expansion Plans By G.P.O.

Plans are being prepared by the London Post Office for a great expansion of officially-owned motor transport for the conveyance and delivery of mails.

Side-by-side with investigations being carried out with a view to a general expansion of the motor service, electric traction is engaging the attention of the department.

To what extent petrol may be displaced by electric power will depend on the result of these experiments.

Petrol v. Electric

In connection with these plans the Secretary's office has just been strengthened by the appointment to the postal traffic branch of two motor transport experts—Mr. F. N. Gosling, Assistant Surveyor, Class 1, and Mr. A. E. Squirrell, Head Postmaster of Coventry.

The experiments with electrically propelled motor-vans are no doubt the result of the Electricity Board's schemes for providing cheaper current. A few such vehicles are already in use in London and Leeds.

The present annual expenditure on contract motor services is estimated to be about £562,000, for which sum about 2,900 vehicles are provided. The present cost of the officially owned motor services is approximately £650,000 per annum, but this expenditure covers other services additional to those formerly worked by contract. The Post Office fleet of motor-vans and motor-cycles now numbers about 2,320 of various types, and new vehicles are being added at the rate of more than one a day. Solo motor vehicles were only introduced in 1924, but they have proved so efficient for rural delivery and collection work that a large extension of their use is certain.

The year 1919 was a landmark in postal history, for then the British Post Office for the first time became effectively a postal transport owner. Except during the period of Christmas pressure vehicles of relatively small size are favoured for mail work, as being more efficient and more economical. Post Office-owned vans are obtained with five sizes of body, but there are still in use 8-h.p. motor-cycles with side-cars. These are now regarded as obsolescent, and are gradually being replaced by light vans, which are less costly and more efficient in service. The latest type of vehicle to be introduced is the motor-cycle of about 2½-h.p., fitted with either a pannier carrier over the rear wheel or with a light side carrier.

The introduction of officially-owned motors has resulted not only in a substantial reduction in transport costs, but has facilitated very considerable improvements in postal services. The 2,320 vehicles in use are based upon 460 different towns or villages. The largest group is one of seventy-five vans, which operates in the Birmingham area. Edinburgh has fifty working solely within the city boundaries. The aim of the Post Office is to train the postman to act as driver in addition to his ordinary postal duties. The number of postmen drivers is now over 4,000, while about 150 tradesmen drivers are employed.

OIL TO DRIVE CARS

Investor's Claim to Replace Petrol

M. Lebacqz, a Belgian engineer, claims to have solved the problem of burning oil fuel in motor-car and aeroplane engines.

He has invented an apparatus which he states can be fixed without difficulty to any motor, which will then run on any kind of oil at one-tenth of the cost of petrol.

M. Lebacqz demonstrated his invention on a 10-horsepower motor-car, which had not been overhauled for four years. It is stated that with the engine turning at 2,800 revolutions, instead of its normal 2,400, the motor did not become heated and the water in the radiator was never more than tepid.

The secret of the invention is said to be the method by which the oil is injected into the cylinders.

MOTOR CYCLE TAXATION

"Motor Cycling" has reason to believe that there is a considerable section of the motorcycle trade which is very keenly interested in fostering the increased use of small machines for utility purposes and which, through existing channels, could put forward an excellent case for the removal of direct taxation. Those concerned can take heart from the sympathetic Parliamentary attitude which the Budget has revealed. Westminster is aware that the motorcycle industry is capable of being one of the brightest stars in the industrial firmament, and there seems to be no reason why this one concession should not be followed by others.

NO TURNING

No Parking And No Late Wives

The New York correspondent of the "Daily Mail" writes:

Mr. Grover Whalen, who a month ago was appointed Commissioner of the New York police, is applying the great business experience gained as the head of one of the world's largest department stores (Wanamaker's) to New York's traffic problems.

He proposes to divide New York into zones, applying in each section the regulations that the situation requires. Fifth-avenue, the centre of New York's shopping during the afternoons, will be studied with the aim of enabling motor-omnibuses to make the journey up the great avenue in 20 min. instead of the hour they usually take when the streets are thronged.

Commissioner Whalen sums up his week's experience thus:

- (1) The city must be zoned for traffic.
- (2) The parked car is the root of the traffic evil.
- (3) Right and left turns must be eliminated from congested districts.
- (4) Commercial traffic must be studied so as to solve that problem.
- (5) Cruising taxicabs must be controlled.
- (6) The control of pedestrian traffic is essential for a solution of the present difficulties.

Mr. W. McAdoo, the chief city magistrate, will submit an "Anti-Jay-walking Bill," which, if approved by the Municipal Assembly, will enable Mr. Whalen to penalise pedestrians who cross the streets against the traffic signal lights.

I was on Broadway, one of the world's busiest thoroughfares, each evening last week, and certainly Mr. Whalen's magic wand brought order out of chaos.

One Minute

Mr. Whalen himself directed the operations, devoting special attention to the length of time traffic should be held up in each direction. He decided that about one minute was the longest period for which the lights would be kept red and green alternately.

An amusing criticism—and one which will be appreciated by all husbands—comes from residents in the theatre zone. Many a husband complains that if he takes his car round to the front of his house preparatory to going out with his wife, and if his wife is five minutes late in dressing, they come downstairs to find the car carried away by "wreckers." It can be released only on receipt of a summons by the unfortunate husband.

To this Mr. Whalen replies inexorably, "Wives must not be late!"

He proposes to resuscitate an old law permitting him to fine the owner of a parked vehicle £2. The present penalty is 8s.

Mr. Whalen proceeded to control pedestrians by creating one-way pavements along a certain section of Seventh-avenue. Citizens on reaching this section were obliged to cross the street if walking in the direction not permitted by the police.

This drastic regulation met with bitter complaints, but may be applied throughout the whole city in the most crowded streets. It is reported that Mr. Whalen gave up a salary of £10,000 a year from Wanamaker's to take up his new job, which is worth less than £3,000.

TROLLEY-BUSES

Decision of Hull Corpora- tion Committee

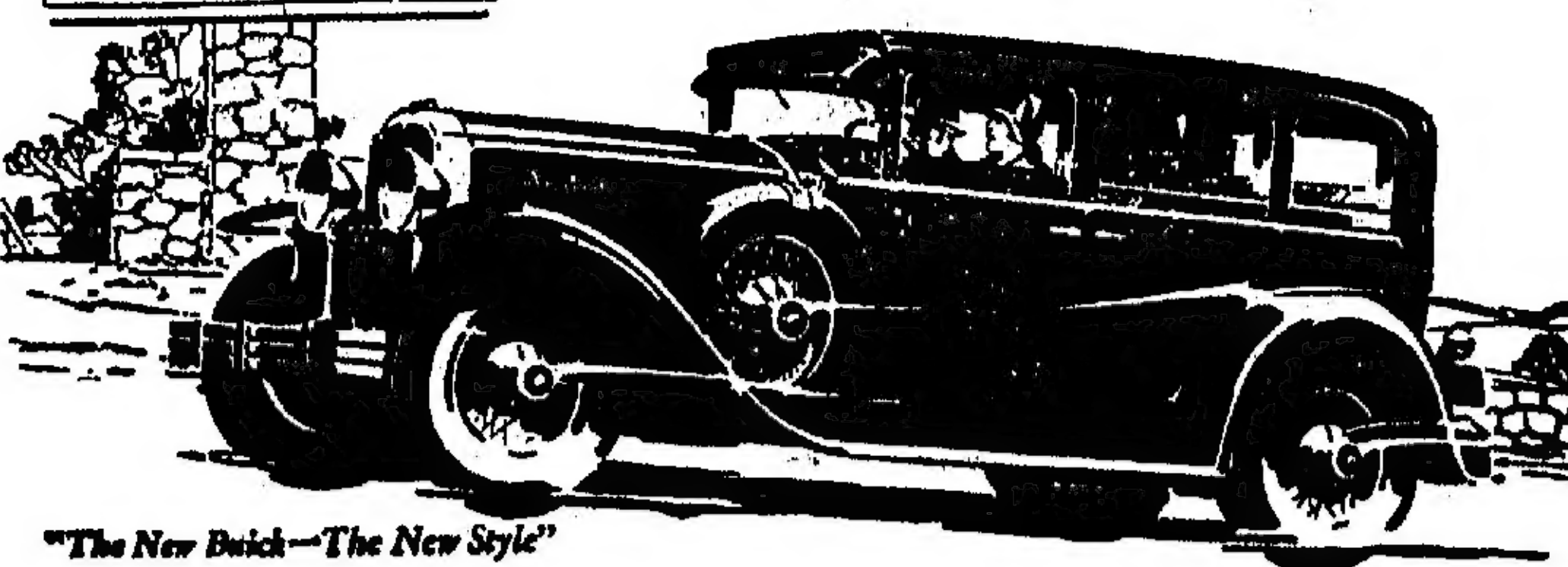
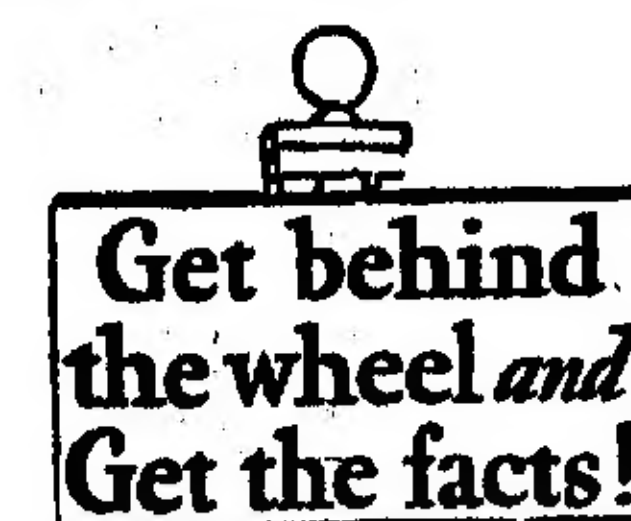
At a recent meeting of the tramways committee of the Hull Corporation, the general manager drew attention to the recent increase in the cost of petrol, and suggested that the committee should take into serious consideration the question of running trolley-buses on certain routes in the city, which he was of opinion could be done at a less cost than that for running petrol buses. Subsequently the committee visited Doncaster and Rotherham and inspected the system of trolley-buses in operation at those places.

Having considered the view of the general manager on the matter, the committee decided unanimously that it is advisable to put this system of transport into operation on existing petrol-driven bus routes so far as it is deemed economically expedient, and has asked the general manager to furnish a detailed estimate of the cost per mile of construction and operation.

The proposition to construct a new garage for the passenger-vehicle fleet is being held in abeyance pending a settlement of the trolley-bus project.

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To assure maximum satisfaction with your next car—to obtain finest performance and fullest enjoyment—take the common sense method of driving before buying!

All cars are not the same... as a single drive in Buick will demonstrate conclusively!

Here in this dashing Buick is the new standard of power—getaway—acceleration—smoothness—swift—virility—a standard so unique and unrivaled that Buick is winning more than twice as many buyers as any other automobile listing above \$1200.

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Buick Motor Cars are available on very attractive hire purchase terms.

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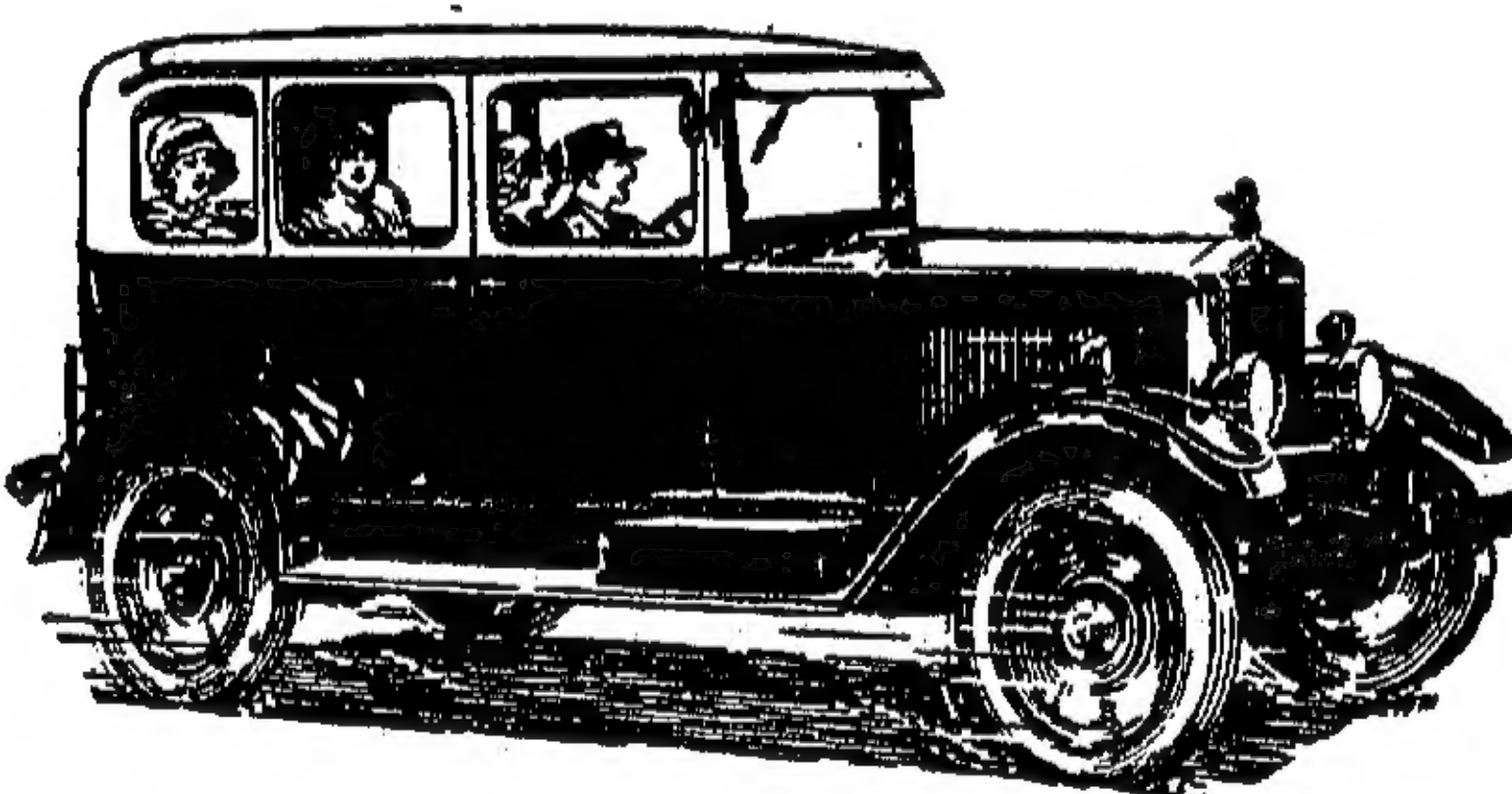
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33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

This higher-powered, full-track MORRIS-COWLEY is built for the roads you use!



THE worst roads hold no terrors for a car with a high clearance, 56 in. track and magnificent workmanship of the new high-powered Morris-Cowley—a car specially designed and built for World motorists. Costly materials, perfect machinery and fitting have provided rugged resistance to road shocks and daily wear.

And a Morris costs less to run, lasts longer and needs fewer replacements, while giving complete comfort through exceptionally roomy design and studied care for detail.

The Morris 1929 range includes open and closed cars with a choice of colours and a variety of body styles unparalleled. Each model, from the Morris Minor to the 16/40 h.p. Morris-Oxford, sets a new standard of outstanding value in its class.

Morris After-Sales Service is world-wide and world-renowned, and prices of Morris Cars and Spare Parts are fixed by the Factory.

Ask your Morris Dealer for full details of these fine products of Europe's greatest automobile building organisation.

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THE WEEK'S NEWS
ILLUSTRATED.
25 cts. 25 cts.

EXTRADITION CASE

"Smoke-Screen of Eloquence"

MAGISTRATE SMOTHERED

Blood Feud Between Chinese Clans

"I am smothered by a smoke-screen of eloquence."

Such was the comment made by Mr. E. W. Hamilton, at the Central Magistracy, yesterday, at the conclusion of the extradition case, in which the Canton authorities sought the surrender of a Chinese named Ip Tim, for alleged robbery and kidnapping in Tzekan village, Wuchow district, in Chinese territory, in March 1926.

Both Mr. L. R. Andrews, assistant Crown Solicitor, and Mr. H. W. Hamilton, defending counsel, addressed his Worship on the merits of the case, as presented before the Court, and both referred his Worship to authorities on extradition, but Mr. Hamilton said that it was not a case of merely looking up books. He would have to review the case as a whole, and would therefore reserve his decision for a week.

Friends or Enemies

Mr. Lo, in his submission on behalf of the alleged fugitive, said that there had been a blood feud between the fugitive's clan and that of the complainants in the case, over rural grounds in the country. The people were all Hakkas and mountaineers, and as such, they only knew friends and enemies. There was not such a thing as strangers, and if a man belonged to the opposite camp he was made a victim of the feud whether he had personally done them a wrong or not.

Counsel said that it was wicked and criminal to lie, more malicious still to lie against another man's freedom. In this connection he quoted a case at Home in which, in charging the jury, a well-known Judge told them that if they thought that both sides had told lies, they must bear in mind that it was less malicious to lie for one's own freedom than to lie against the freedom of another.

Trenty Interpretation

The fugitive, Counsel said, was probably wanted by some authority in a country which was in a state of chaos, therefore he appealed to his Worship to make a fair interpretation of the treaty and consider his client's right to common law protection.

Referring to Article 21 of the Tientsin Treaty, Mr. Lo said that it expressed the spirit of the law, and it was clearly stated that a fugitive was only to be handed over on proof of guilt. It was not sufficient that a prima facie case had been made out. He also pointed out that his Worship did not know if after his surrender the fugitive would have a fair hearing before a judge and jury, therefore he must be absolutely satisfied of the man's guilt.

Chinese Official Attitude

Knowing the Chinese mind as well as he did, Mr. Lo asked his Worship to agree with him that extradition from Hong Kong by a Magistrate's order would be regarded by the Chinese authorities as conclusive proof of guilt, and therefore his doom was sealed from the moment the order was made here.

The Crown's evidence came from an unreliable source. There were very few exhibits and all of these were in favour of the fugitive. Identification of the fugitive had been nullified and made a farce by the taking of his photograph after his arrest here and circulating it in the country for the purpose of securing witnesses. Counsel quoted authorities to show that photographs of a person about to be identified should not be shown to those who were to identify him.

Counsel also dealt with the fugitive's alibi that he had lived in Hong Kong since January, 1926, which had not been refuted by the Crown. He also claimed that there were discrepancies in the stories of the witnesses for the prosecution.

Matter of Jurisdiction

Dealing with jurisdiction, Mr. Lo said that a Magistrate had the right to issue a summary warrant for apprehension on a sworn information. A fugitive could be held on that warrant for a reasonable time pending the arrival of the requisition, but when, as in this case, the Governor's order and the requisition did not arrive until after the case for the pro-

THE DOLLAR LINE

Passenger Agent to Go on Leave

"PRESIDENT ADAMS" LUNCH

Mr. "Joe" Morris, who has been Passenger Agent in Hong Kong for several years for the Dollar and American Mail Lines, is leaving for America shortly, on leave.

Mr. "Benny" Proulx, who is also in the Dollar and A.M. passenger office, will remain here and Mr. Irwin S. Harris, hitherto in the Shanghai office, has been transferred to Hong Kong, arriving yesterday on the "President Adams."

Mr. Morris, Mr. Proulx and Mr. Harris met a number of travel agency and Press representatives at lunch on the "President Adams," yesterday when a delightful meal was served in very congenial surroundings.

Beautiful Ship

The "Adams," one of the Dollar Line's round-the-world fleet, has been entirely re-laid as to its interior and exterior accommodation for passengers. One by one the round-the-world "Presidents," which call at Hong Kong every few months on their way down from Shanghai and then on to Manila, Singapore and Europe and the U.S.A. via the usual ports, have been improved or changed to bring them into the very best class of ships for ordinary passengers and travellers.

Surprise to Layman

An opportunity was taken to show the visitors over the "Adams" yesterday, an excellent impression being created by the various types of state rooms on three decks, ranging from the lavish (but inexpensive and cosy) suites to those with a few extra luxuries and also to what is known as the "minimum first-class cabins" the standard of which is even higher than can be imagined.

The public rooms are brand new, inviting and luxurious and—surprising to the layman—just as spacious as on the larger trans-Pacific "Presidents."

A Backward Country

Here Mr. Andrews interposed to say that they must bear in mind that they were dealing with a "backward country" and they should not impose a time limit. At the close of Mr. Lo's address, His Worship said that he would reserve his decision but he might say right away that his mind was made up on one point. He was referring to Mr. Lo's argument on the matter of "proof of guilt" and he was satisfied in his own mind that "proof of guilt" meant proof of a prima facie case.

A Test of Sincerity

At the outset of his closing address, Mr. Andrews informed the Magistrate that Lo Tso-sam, an old man from the country, who was the principal witness in the case against the fugitive, had died at the Kwong Wah Hospital that morning. In spite of his infirmity he had made the trip here from the country, and Counsel suggested that was a good test of his sincerity in the case.

Dealing with Mr. Lo's alibi, Mr. Andrews said that when there had been a robbery accompanied by kidnapping, people who had suffered by it could hardly make a mistake with regard to the identity of those who had inflicted this suffering. Mr. Andrews added that Mr. Lo had made reference to threatening letters but none was produced by the defence. He submitted that, taking the case as a whole it could fairly be said that the Crown's case was believable and at least prima facie. To make his Worship "doubly sure" of his conviction that "proof of guilt" meant proof of a prima facie case, Counsel made some references to authorities.

CHINESE ART

Local Artists' Works

PRASEWORTHY EFFORTS

A peony, a lotus leaf and even just an ordinary chrysanthemum can at once be transformed into a thing of beauty with a few touches of the Chinese brush. They receive life from the pen of a Chinese artist, and those who know anything about Chinese art will undoubtedly admire the freshness and force in the brush work.

Good examples of Chinese art can be seen at the Commercial Press, Queen's-road Central, where an exhibition is being held. The exhibits are all from the pens of local Chinese students of both sexes. They are not the work of the futurists nor of the past, although the traditional technique of China may still be found in some of them, and it is this very technique that makes Chinese art so fascinating.

Traditional Style

Among the great number of exhibits lining the walls, those in traditional Chinese style are by far the best. But, then, who can depict a bamboo stem, a lotus bud, a cluster of flowers better than the Chinese.

Pictures done in Western style are less encouraging. It is indeed surprising to see that national instinct can even go so far as to predominate the artists' pen. There are two drawings, one of Harold Lloyd and one of Charlie Chaplin. The blending and brush work are perfect, but, in the facial outlines, they are distinctly Chinese. It is a common fallacy with Chinese artists—perhaps it is a national instinct—that when drawing the face of a European, they cannot help giving it an Oriental touch.

On the whole our local Chinese talent is to be congratulated. The efforts of the students are quite praiseworthy, and in another few years we may see a renaissance in Chinese art in this Colony.

HEART FAILURE

European Lady's Death

MRS. J. E. HANSEN

The sad news was received last night of the death of Mrs. Agnes Adamson Hansen, wife of Mr. J. E. Hansen, harbour engineer of the Taihook Docks. The deceased lady was 59 years of age, and had been in the Colony for the last 27 years. She complained of heart trouble about a week ago and was removed to the French Hospital for treatment, where she passed away yesterday at 6.30 p.m.

She is survived by her husband and two daughters, one of whom is married and is in Australia. The deepest sympathy will be extended to them in their bereavement.

The funeral takes place this afternoon, passing the Monument at 5 p.m.

SOLDIER'S DEATH

DROWNED WHILE BATHING AT LAICHKOK

A sad drowning accident occurred on Friday, the unfortunate victim being a British soldier, Private H. Beck, of the 1st Battalion Somerset Light Infantry, stationed at the military camp at Shamshuipo. Whilst he was bathing at the Laichkok beach he was seen to dive into the water. Soon afterward he apparently had an attack of cramp and disappeared under the water. His difficulty was not realised, however, those in the vicinity being under the impression that he was merely frolicking in the water.

It was not until some time later that alarm was caused by his extraordinary behaviour in the water, and then others went to his assistance. The unfortunate man was brought back to shore unconscious. Artificial respiration was immediately applied, but failed to revive the unfortunate man.

The Kowloon Fire Brigade was in the meantime telephoned for, an ambulance being immediately despatched. Private Beck was removed to the Kowloon Hospital. He was still showing signs of life on arrival, but died soon after admission.

The deceased, who was unmarried, was a native of Birmingham, and came to Hong Kong with his regiment this year. Much sympathy will be felt for his parents and other relatives at home.

The Funeral

Yesterday afternoon the funeral, with full military honours, was held at the Protestant Cemetery, Happy Valley, and was largely attended. The cortege was headed by the full Band of the Somerset Light Infantry playing the "Dead March." They were followed by the firing party. The gun-carriage was draped with the Union Jack, and men of the "B" Com-

TEST CRICKET

English Team Change

KILLICK IN

Home XI. Win Toss And Bat First

London, Yesterday. For the first Test match against South Africa at Birmingham to-day E. T. Killick (Middlesex) replaces A. P. Freeman (Kent).

The teams will take the field as follows:

ENGLAND

J. C. White (Somerset), Captain, P. G. H. Fender (Surrey), K. S. Dullepsinhji (Sussex), H. Sutcliffe (Yorkshire), W. R. Hammond (Gloucester), M. W. Tate (Sussex), H. Larwood (Notts), E. Hendren (Middlesex), E. T. Killick (Middlesex), G. Duckworth (Lancashire), M. Leyland (Yorkshire).

STOP!

THAT WASTE!

Every drop of water is precious.



SOUTH AFRICA

H. G. Deane (Transvaal), captain, H. W. Taylor (Transvaal), B. Mitchell (Transvaal), C. L. Vincent (Transvaal), J. A. Christie (Transvaal), D. Morke (Western Province), H. B. Cameron (Transvaal), M. Quin (Griqualand West), A. L. Ockse (Eastern Province), H. Owen-Smith (Western Province), R. N. Catherall (Natal), E. L. Dalton (Natal)—12th man.

The Game

At the commencement the weather was unsettled, but the wicket was in good condition. There were 4,000 spectators present.

England won the toss and elected to bat first.

Scores:—

England—1st Innings
Sutcliffe c Cameron, b Ockse 26
Killick c Morke, b Ockse 31
Hammond b Quinn 18
Dullepsinhji c Vincent, b Morke 12
Leyland c Taylor, b Ockse 3
Hendren b Morke 70
Fender c Cameron, b Quinn 6
Tate c Mitchell, b Morke 40
Larwood, lb.w., b Ockse 6
White, run out 5
Duckworth, not out 11
Extras 17

Total 245

—Reuter.

The Governor in Council has ordered and directed that the provisions of Part VI of the Probates Ordinance, 1897, relating to Colonial probates shall apply to the British Possession of Ceylon in addition to the British Possessions mentioned in the list set forth on pages 176 and 176 of the Regulations of Hong Kong, 1844-1925.

WELL WATER

(Continued from Page 1)

Kowloon wharf yesterday. The "Adams" brought down 350 tons of fresh water from Shanghai and two of the Water Boat Co.'s fleet were alongside taking delivery through hoses.

The system of bringing water to Hong Kong by ships is being perfected.

Welcome Shower
Yesterday's heavy shower was not as productive as hoped but, for once, the rainfall seemed to affect Hong Kong more than it did Kowloon.

Shortly after tiffin the rain came on suddenly and strongly but the sun came out again shortly afterwards as though determined to give a fine week-end.

Between 2.30 p.m. and 4.30 p.m. just over half an inch of rain was registered at the Royal Observatory, Kowloon, the actual figures being 0.55 inch, most of which fell within half an hour, followed by mild drizzles.

Deaths were sent by the following:—
Lt.-Col. C. H. Little, D.S.O., and the Officers of the 1st Batt. the Somerset Light Infantry, (Prince Albert's) Officers, Warrant Officers, Non-Commissioned Officers of "B" Company, Somerset Light Infantry; Warrant Officers and Sergeants of the Somerset Light Infantry; Corporals and Lance Corporals of the Somerset Light Infantry; All Ranks of the 2nd Batt. the King's Own Scottish Borderers; and the Sergeants' Mess, Shamshuipo.

TO-DAY'S RADIO

Broadcast By Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres.

1.48 p.m.—Weather report.
5.55 p.m.—Evening Service relayed from St. John's Cathedral.
Preacher:—The Rev. H. V. Koop.
7.48 p.m.—Evening weather report.

9 p.m.—Evening programme, Victor & H.M.V. Records supplied through the courtesy of Messrs. S. Moutrie & Co.).
"Spring Song" (Holmes),
"Grand Choeur No. 2 in C major" Organ Solo, Reginald Goss-Cust
"Pineapple" (Hebrides), Overture St. Louis Symphony Orchestra
"Cantilene Nuptiale" Organ Solo, Arthur Stanley Roper
"When the Sergeant-Major's Roper Parade"
"The Boys of the Old Brigade" Bass-Baritone, Peter Dawson
"The Pilgrim's Song of Hope" Organ Solo, Arthur Stanley Roper
"March on a Theme of Handel" Philadelphia Symphony Orchestra
"Lohengrin-Prelude" (Wagner),
"Quartetsatz in C minor" (Schubert) Budapest String Quartet

"On Wings of Song" Violin Solo, "I. Jota" (De Falla), Jascha Heifetz
"2. Puck" (Greig-J. Ashron),
"Finlandia" (Sibelius) Royal Albert Hall Orchestra
"The Swan"
"Prelude in E flat", Organ Solo, 10.30 p.m.—Close down.

K.C.C. CONCERT

First Open Air Concert of the Season

K.O.S.B. BAND TO PLAY

The Entertainment Committee of the Kowloon Cricket Club are praying for rain on every day except Saturday next, June 22. This is the date of the first open-air concert of the season and is being looked forward to by some hundreds of people who know what splendid concerts have been held in the grounds of this Club in the past.

The band of the King's Own Scottish Borderers will render selections, whilst the vocalists will be accompanied by these talented musicians, under the baton of Mr. W. H. FitzGerald, A.R.C.M.

As usual, chairs and tables will be scattered about the lawn; and cool, refreshing beverages will be obtainable during the performance. It would be hard to find a better way of spending an evening on a hot night.

GOING ?

Christian General's Plans

A NANKING REPORT

Shanghai, Yesterday.

The Kuomintang News Agency learns that General Yen Hui-shan is in receipt of a telegram from General Feng Yu-hsiang in which the Kuomintang leader expresses his willingness to leave the country shortly.

An understanding was reached at the recent conference at Taiyuanfu in regard to the retirement of General Feng Yu-hsiang and the disposal of his troops.—Reuter.

WELL WATER

(Continued from Page 1)

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LETTERS & RADIO

Addresses Which Cannot Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government building:—

Poste Restante Correspondence

Mr. Arcard, s.a. Caellabban, Capt. A. Aiken, Madam Rene Bory, W. Bray, C. W. T. Barker, T. S. Brown, Mrs. G. Bonavia, Mrs. A. C. Ball, M. G. Brash, R. Couch, A. D. Crabbe, Mr. and Mrs. J. D. Cush, H. A. G. Clark, R. Darnell, Lady Gibson-Craig, Gregg & Co., J. L. George, Mrs. L. Goldenberg, Rev. C. Guergis, Col. W. S. Hooper, Capt. D. S. Harvey, G. Kleinwort, F. Kienzie, C. C. Keyton, c/o Manfield & Co., M. S. Kapur, J. Louie, H. M. Mattson, H. N. Nutt, (Edward Posen & Co., D. J. O'Brien, R. S. Pigott, Mrs. C. D. Porell, Solomon Raymond, B. Riley, E. G. Speakman, A. W. Sanderson, Mr. and Mrs. Struben-Costens, S. W. Smith, Jones Tuley, Wong Peng-swee, Mrs. H. Wilks, H. B. Williams, B. Zipper.

Unpaid Correspondence

C. D. Adams, A. Hitchcock, H. J. Hunan, Manrola Rosa, S. L. Sands, R. M. Ying.

Registered Articles

J. T. Brainerd, E. Blau, (c/o H. K. Hotel), Boris Bogoroditzky, S. S. Bluids, G. T. Drefuss, Engineer. Groboraki, Lady. Gibson-Craig-Carmichael, Mrs. C. Harloe, (c/o Repulse Bay Hotel), the Haven Co., (Radio Supplies), A. R. Johnson, (H. K. Hotel), Issa. Kadoike, M. Marche-Marchade, Mlle. A. May, Louis. Munos, S. Shorpp, (c/o Isako Circus), B. Zipper.

Unclaimed Radio Telegrams

Address. From.
6567, 0677, 0957, 7555, 0971, 7008, 0433, 6628, 1032, 7419

Swatow

Mrs. Danielidding s.a. Taijo Maru New York
Cholon
Ongnyenxuongthai, 0622, Chung King Canton
4106, 6083, 6794, 1648, 7473, 8189, 3447, 7008, Swatow
Bookfaith, 0490, Tainan
Chungking
Nguyenxuongthai, Cholon
6932, 2704, Empress Hotel room
38, Canton
Medan
Money, Weltevreden
Maerk Vhiutung, Hoilow
Yuencheong, Hoilow
0948, 1838, Changchow
Yuencheong, Hoilow
Watmaier, Tacomamaru
1707, Taihoku
Money, Taihoku
Money, Taihoku
Hotel Djinwoo, Batavia
Chemballs, Taihoku
5364, Wuchow
5364, Wuchow
3067, 2867, 5894, 2490, 4141, Sun Cheong
0490, Vancouver B.C.
Way Sang Yuen 207 Desvoeux road, Calexico Calif

Haiphong

6394, Koong Woo, Haiphong
Way Sang Yuen, Haiphong
Dan Yick, Toekam
Darby Care Occidental, Takao
5364, Tanda
0006, 3189, 2639, 5490, 6392, 5831, Wuchow
3769, Wuchow
1311, 0160, 0005, 2869, 0005, 0001, Hoilow
7569, 7105, 5894, Taihoku
Ivoorplaat, 4151, 0005, 1196, 7022, 4099, 1626, Hoilow

Pontianak

Hip Yuen Shun, Keelung
Led Tonicity, Semarang
Urgent 0622, Chungking
263, Wuchow
8200, Manilla
Urgent 0490, Chungking
Nit Yuen Fat Chong, 90 Con-naught-road, W. Vancouver, B.C.

Ytallis

Urgent 6063, Canton
Tsai 29 3rd floor First Street
Sai Ying Fun, Hoilow
Waterfall, Cholon
4102, 2975, 2748, 0005, 2869, 3057, Donshan
2490, 6855, Donshan
7039, 0613, 0451, Xkng 0712, 0639, 6180, Donshan

(Continued at foot of Next Column.)

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COURT MARTIAL

How P.R.I. Stocks Are Kept

QUARTERMASTER'S EVIDENCE

Further Evidence in Trial of Major Ogilvy

Yesterday morning the General Court Martial sitting in the Officers' Mess at Murray Barracks made further investigations into the charges against Major G. M. H. Ogilvy, of the King's Own Scottish Borderers, for alleged negligence of duties whilst acting as President of the Regimental Institute.

Major Armitage, the prosecuting officer, continued his examination-in-chief of Lieut. Pyper.

Major Armitage: Now bring your memory back to January 19, 1927. Do you remember what those tops were in your store at that time?—There were probably one able and about 70 to 100 loose pairs.

Witness later added that he thought that there were 500 pairs to a bale.

Major Armitage:—From your records can you say how many those tops were issued during 1927?—I have examined the temporary receipt sheets for 1927 and I found that 546 pairs had been issued from the P.R.I. stock in my store.

Major Armitage: Have you further examined your sheets for 1928?—I have.

Major Armitage: What issue do you find there?—I find that 248 pairs had been issued.

Major Armitage: Your total issues for the two years therefore amount to 794 pairs?—That is correct.

Major Armitage: According to the best of your knowledge there should be about 300 pairs to be handed over to the P.R.I.?—Yes.

Major Armitage: How do you notify the P.R.I. when you make an issue?—A copy of the receipt is sent them.

Silk Stockings

Major Armitage: Do the same procedure apply to silk stockings?—They are indented for directly from the P.R.I. office.

Major Armitage: Do you remember when the last consignment of silk stockings arrived in your store?—About some time in May, 1928. I was not present when it arrived.

Major Armitage: Did the accused ever check the P.R.I. stock in your store?—Not to my knowledge.

Major Armitage: To your knowledge was there any regular stock taken and did the Audit Board ever check it?—Not to my knowledge.

Witness was understood to say that if a check was taken he would have been informed of it.

Cinema Films

Witness was then questioned at some length with regard to cinematograph films. He said that the first two entertainments given in the C.O.'s house took place some time in the middle of 1927. Accused was not present at either of the entertainments and there were no special films ordered.

The case was then adjourned until to-morrow morning at 9.30 o'clock.

PASSENGER LISTS.